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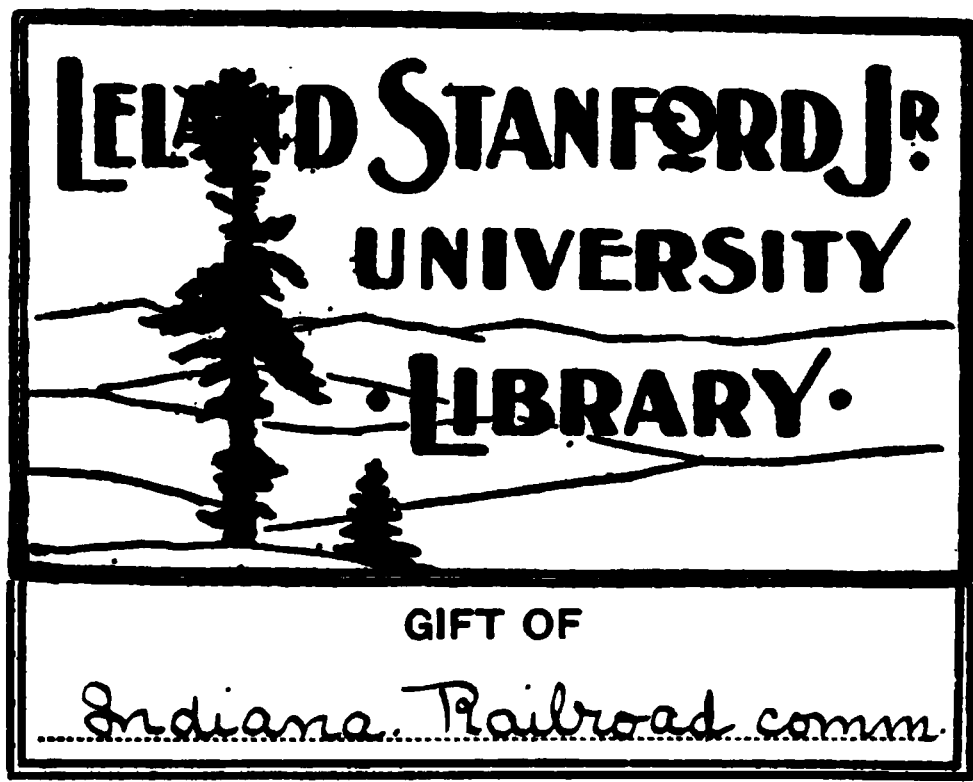
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STATE OF INDIANA

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SIXTH ANNUAL REPORT

OF THE

RAILROAD COMMISSION
OF INDIANA

1911

To the Governor

STANFORD LIBRARY

INDIANAPOLIS:

WM. B. BURFORD, CONTRACTOR FOR STATE PRINTING AND BINDING

1912

161.

THE STATE OF INDIANA,
EXECUTIVE DEPARTMENT,
FEBRUARY 3, 1912.

Received by the Governor, examined and referred to the Auditor of State for verification of the financial statement.

OFFICE OF AUDITOR OF STATE,
INDIANAPOLIS, February 8, 1912.

The within report, so far as the same relates to moneys drawn from the State Treasury, has been examined and found correct.

W. H. O'BRIEN,
Auditor of State.

FEBRUARY 19, 1912.

Returned by the Auditor of State, with above certificate, and transmitted to Secretary of State for publication, upon the order of the Board of Commissioners of Public Printing and Binding.

MARK THISTLETHWAITE,
Secretary to the Governor.

Filed in the office of the Secretary of State of the State of Indiana, February 19, 1912.

L. G. ELLINGHAM,
Secretary of State.

RECEIVED

Received the within report and delivered to the printer February 19, 1912.

ED. D. DONNELL,
207221 *Clerk Printing Board.*

STATE OF INDIANA.

RAILROAD COMMISSIONERS.

William J. Wood, Evansville.....Chairman
John F. McClure, Anderson.....Commissioner
Frank E. Payne, Indianapolis.....Commissioner

JOSEPH L. REILEY, Secretary.

M. T. BRADY, Clerk.

J. B. McNEELY, Tariff Clerk.

H. O. GARMAN, Consulting Engineer (Purdue University).

J. M. SCOTT, Chief Inspector.

DAVID E. MATTHEWS, Inspector.

HENRY ZINK, Inspector.

MYETLE M. STOUT, Stenographer.

ENOLA HARRIS, Stenographer.

RITA M. METCALF, Stenographer.

Office Room, 84 State House.

Tariff Department, Room 85 State House.

Chairman's Room, 83 State House.

Commissioners' Room, 85 State House.

Inspectors' Room, 81 State House.

SIXTH ANNUAL REPORT
OF THE
Railroad Commission of Indiana,
1911.

INDIANAPOLIS, INDIANA, January 1, 1912.

To the HON. THOMAS R. MARSHALL, Governor of Indiana:

We respectfully submit the Sixth Annual Report of the Railroad Commission of Indiana.

As you understand, the work done by this Commission is legislative in character, and hence it is proper that the General Assembly of the State which has vested this administrative body with a portion of its power should have any suggestion or assistance in legislation affecting the railroads that members of the Commission can give. Indeed, when it is observed that railroad attorneys and representatives crowd the legislative lobbies, appear before the committees and constantly resist legislation, it seems to be necessary that the other side should be fairly presented. It is true that if the just consequences should be, as happened during the last session of the Assembly, the addition of strong regulative laws to enactments then subsisting, the customary outcry of restrictive legislation will be heard. But on the other hand is the fixed purpose of the people of the State to make railroad regulation efficient; and to meet with powerful laws the constant, untiring effort of the corporations to have the courts destroy by construction the clear intention of the assemblies.

We report to you our activities in this behalf. More than thirty bills were passed affecting the carriers. Not all of these were suggested or recommended or pressed by this Commission, but some of the most important were proposed and formulated by us and were passed by the Assembly on our recommendation. We mention the Block Signal Act, Reports of Accidents by Wire, Enforcement of Commission's Orders by Mandamus, Amendment of Safety Appliance Act, Act with Reference to Misquotation of Rates, Act Allowing Claims to be Presented to the Commission and Certified

to the Courts, Suspension of Increased Rates, Regulation of Wire Construction, ~~over~~ Railroad Rights of Way, Highway Crossing Signs, Adequate Depot Acts and Extension of the Time for Orders of the Commission to Run. The subjects of these acts carry conviction as to their benefits, and yet during the session and afterwards there were a number of railroad officials absurdly protesting against them, as if these acts of the Assembly were not in the line of necessary evolution of sane and efficient State regulation. It is not difficult to foresee that as practical questions arise hereafter Railroad Commissions will seek their proper solution in further legislation. Indeed, it is not too much to assert that monopoly would not be permitted to continue at all unless State control supervenes, and that both the success and necessity of monopoly will combine necessarily to extend government control probably to all public service corporations.

The difficult and delicate constructive duty of putting these new acts into effect and of molding their provisions into the standing column of affairs has been quite a large part of the work of this Commission during the past year.

Our ordinary labors have largely increased. By way of comparison we note that the Second District Public Service Commission of New York in its annual report for 1911 states that during the year it had 2,321 propositions presented to it. Including our formal and informal cases, inspection cases and traffic department cases, all matters of record, this Commission has considered during the year 3,171 propositions. All of these are either disposed of or advanced as far as possible towards a final determination. In addition, there are accident reports and investigations and interlocking cases, amounting, probably, to three or four hundred. It is apparent that all of our time and the best efforts of Commissioners and employes are required to do this arduous labor.

We report to you, especially, the work of the Commission in the Minimum Rate Case. The railroad companies advanced minimum rates about forty per cent. We suspended the tariffs and upon final consideration suspended the tariffs indefinitely, putting an end for the next five years in this State to any attempt by the railroad companies to advance the minimum rate. No suit was brought to set our action aside, hence the judgment of the Commission will stand during the time prescribed.

Another important matter during the year was the inquiry into express rates, which has just been concluded, with the reduction of merchandise rates amounting from fifteen to twenty per cent. This

we have done by means of the proper adjustment of the graduate scale. We are under the impression that, owing to the general insistence throughout the country that these rates shall be put upon a better basis than they are now, the express companies will not litigate the order of the Commission but will put it into effect as they have done the Maximum Express Rate Act in the State of Michigan.

The work done by the Commission to expedite the movement of coal during the recent long continued cold spell may be reported especially, in order to teach a lesson regarding this matter. In 1907 this Commission attempted to provide for just such emergencies by drafting and pressing through the Legislature the act known as the "Shippers' Bill." This law requires the carriers to provide sufficient motive power and cars for the transportation of all business offered to them. It requires them especially to remove carload freight and less than carload freight at a speed of fifty miles a day and prescribes penalties of \$5 a day for delays of any cars and a certain percentage as to delays of L. C. L. freight and authorizes the shipper to deduct the amount of these penalties from his freight bills. An important prescription was the power given to the Railroad Commission to allow and direct the carriers to prefer traffic necessary for the subsistence of the people, like grain or meat or coal. During the recent severe weather we had occasion to use this power, and it is quite possible that without it more than one public service corporation in the State would have been shut down for the want of fuel. We sent our Chief Inspector, an experienced railroad superintendent and dispatcher, and kept him at Terre Haute during the worst of the delay, where he was able to get the carriers together and to help them give proper preference to much needed traffic. It is fair to state also that railroad officers and men labored day and night to move this traffic and did their best with the facilities afforded them to carry out the wishes of the Commission expressed to them.

The informal cases and adjustments of the same by the Commission still continue to constitute the greatest part of the work done by it. About three thousand cases of this class, including traffic department cases, have arisen during the year, involving numerous questions affecting rates, service, facilities, safety appliances and equipment. The amount of double tracking recently completed in the State is a matter of importance and value to the public as well as to the carriers. Facility and safety of movement have been greatly enhanced by this improvement. An improved condition in

the movement of coal has been effected by the establishment of joint rates over the different lines within the State on a basis of practical parity with rates over single lines.

During the year 1911 the railroad companies in numerous instances, particularly at the smaller points, have provided better depot facilities. It is estimated that twenty-five new station buildings have been constructed at the smaller points during the past year. The Act of March 6, 1911, requiring steam railroad companies to maintain adequate depots and depot buildings has contributed to bring about a better condition along these lines. Several new stations at more important points have been constructed while others are in contemplation. The C., I. & L. Railway Co. is building stone depots of modern design and having adequate accommodation at Hammond, Rensselaer and Bloomington, and union depot facilities are being worked out at the order of the Commission at Vincennes.

We have to report the very great increase in the work of the Tariff Department. This department of the Commission has handled during this year 1,992 cases, this being about as many as occupied the time of the department in all of its previous work. In addition to these written propositions, telephone conferences and quotations with shippers and with representatives of the carriers are more numerous than ever before. These also bring about personal conferences with shippers and with freight agents so that, as a matter of fact, the work of that department is now greater than can be well done by the force in the department. Our appropriation, however, will not justify further increase in the force, and the Commission, appreciating the energy and qualifications of the men in conduct of that department, will get along for the present as it is now organized. The Tariff bulletins issued monthly by this department, indicating not only advances in rates but the orders and decisions of the Commission and such matters of general interest to shippers as take place elsewhere, have been found to be very useful to shippers and are commended by them.

Another important part of the work of this department is the matter of claims, the refund of a great amount of overcharge in rates having been accomplished through the work of this department. We call attention especially to a case of importance in which this Commission took part, pending before the Interstate Commerce Commission:

Unjust discriminations in freight rates operating to the serious disadvantage of the shipping and commercial interests of Indian-

apolis and other localities in Indiana existed for many years, and in a large measure still exist, affecting trade and traffic to the west, northwest, south and southwest. Appeals to the carriers for relief from these inequalities and injustice in rates had been made in vain by individual shippers and firms representing the various lines of industry.

With the organization of the Indianapolis Freight Bureau in 1906 began a systematic and effective supervision of the carriers' tariffs, disclosing an astounding state of things in the extent and seriousness of the discriminations against Indianapolis and other Indiana manufacturing and distributing centers and in favor of surrounding competitive cities and districts in other States.

Negotiations were started by the Freight Bureau with the carriers to effect the much needed corrections in tariffs to remove these rate discriminations, and among the more important situations dealt with was the question of securing an equitable rate basis to the Missouri River district, Kansas City to Omaha inclusive, to enable the shippers of Indianapolis and other Indiana cities to fairly compete with shippers located in Chicago, Milwaukee and cities throughout Illinois and Wisconsin for trade in the important markets at the Missouri River. The higher rates held against the Indiana shippers were so radical and unjust as to prohibit the securing and holding of trade in competition with the shippers in Illinois and Wisconsin by reason of the lower rates accorded the latter.

The negotiations with the carriers failed by their refusal to make any concession in these rates, and the Indianapolis shippers, acting through the Freight Bureau, filed formal complaint with the Interstate Commerce Commission, and as a result of the hearing in the case, I. C. C. Docket 1042, a decision was rendered in which the rate conditions complained of were found to be unjust and unduly discriminatory against Indianapolis, and some substantial relief was granted, which, however, was not considered by the complainants as adequate to satisfy the complaint, and petition was filed for a rehearing, which was granted.

The attention of the Railroad Commission of Indiana was called to this rate situation and its far-reaching importance as affecting the shipping interests of not alone Indianapolis, but all manufacturing and commercial localities in the State, and an intervening petition in the Freight Bureau case was filed by the Commission before the Interstate Commerce Commission.

This Commission, having received complaints from interested

shippers at points in the State, also filed with the Interstate Commerce Commission a formal complaint against the Wabash R. R. and Clover Leaf-Alton System, charging discrimination against the cities and localities in Indiana served by those carriers and in favor of Chicago and Illinois cities also served by those carriers in the existing adjustment of rates to the Missouri River district.

This case, I. C. C. Docket 4513, and the Freight Bureau case, I. C. C. Docket 1042, both involving the same principle of rate adjustment to the Missouri River cities, were set for hearing at the same time, which hearing was had in U. S. court room at Indianapolis on December 1st and 2d, 1911. A large number of shippers from Indianapolis, Marion, Ft. Wayne, Wabash, Peru, Lafayette and Kokomo, as witnesses, testified at the hearing to the hardship imposed upon them in seeking trade in competition with Chicago, Milwaukee and the Illinois and Wisconsin cities under the existing rates.

Mr. J. Keavy, Commissioner of the Indianapolis Freight Bureau, testified as a rate expert in both cases and introduced many tabulated exhibits showing the injustice of the present rate adjustment, and submitted a basis for relative rates from the territory lying east of the Indiana-Illinois State line, with the rates in effect from the territory west of that line.

Mr. Edward E. Gates, attorney for the Freight Bureau, conducted the hearing for complainants.

Briefs are to be filed during January, 1912, and oral arguments before the full Commission in Washington.

Under the laws of Indiana the physical railroad is as much, perhaps more, under the jurisdiction of the Railroad Commission than is the matter of rates and revenues. The powers conferred on the Railroad Commission, so far as we are informed, are greater than those in any other State. The Commission has attempted to exercise these powers generally in an advisory way, because we thought it would appear (and as a matter of fact it has come to the understanding of most railroad men in the State), that the work we are doing is in aid of anything that they do or can do to promote safety and comfort in railroad transportation.

The inspection record of the Commission shows 4,080 cases that have been either reported to the Commission by its inspectors or by other persons or have come to the personal knowledge of members of the Commission. Most of these, as will appear by reference to the record hereafter set out in this volume, have been disposed of. Most of them were precautionary matters, things to be done

before the accident took place, therefore to prevent the accident. It was the custom of some of the railroads to allow things to go on until an accident took place and then to correct it, the price often being paid in human life as well as in money loss. The State, in its regulative power, takes the view of the humanitarian and endeavors to do before, so that disaster will not befall, what heretofore was done after the life and property had been sacrificed.

In its general policy of regulation the Commission has taken another step. Most of the laws of the State requiring safety acts and appliances provides penalties, and we have now instructed our inspectors to call on the prosecuting attorneys of the various counties and present to them the facts in cases where railroad companies fail to do that which the law clearly requires them to do. The effect of this action has been that we find very few penalty defects in cars and engines where we used to find very many.

The establishment of the legal clearance, overhead and lateral, by the laws of the State has prevented many fatalities. In reference to this matter, the Commission is quite willing to commend the fine co-operation of the railroad companies with the Commission in order that no accidents shall befall men on account of such clearances.

The activities of the Commission for many years with reference to block signals has had a most beneficial result. The Monon Railroad from Indianapolis to Chicago is putting on automatic blocks on a single line. The Nickel Plate Road is putting on automatic blocks on its single line entirely across the State. The Grand Trunk Western Railroad is putting automatic blocks on its double track on its entire 80 miles in the State of Indiana. Where the manual block has been permitted by the Commission (and the Commission does not hesitate to approve this form of blocking where the traffic is not dense and where the block is maintained with great efficiency), it has shown marked improvement on all lines in the State. The general manager of one of the lines advises that he has dismissed all telegraph operators under twenty-one years of age. Improvements in other lines reported to the Commission showing the separation of block operators from commercial work has greatly added to the efficiency of the system. While the Commission has recently been hindered in this particular work on account of the serious illness of its very capable Block Signal Inspector, so much has been accomplished that in a few years more we think Indiana will be far in advance of any other State, both

as to the mileage blocked and the character and efficiency of block systems established on the railroads throughout the State.

We may report to you that the Commission during the year has made a further advance in regulation which we regard as very important. After careful consideration, we have come to the opinion that the matter of the comfort of passengers on the railroads has not received the attention in this State that ought to have been given to it. We have instructed our inspectors to make this matter during the coming year a special feature of their work. We desire that depots throughout the State, and recent acts of the Legislature have given us great power with reference to them, shall be greatly improved, and that the requisitions of the statutes that they shall be well lighted and well heated and supplied with good drinking water, with nice toilet rooms for men and women, shall be no longer a fiction but a matter of fact. We think that the proper heating and ventilation of passenger cars throughout the State should receive the attention of the inspectors of this Commission. It has been shown to us during certain investigations made by the Commission that the Pullman Palace Car Company, whose sanitary department is in charge of a broad and well-informed physician, has made such rapid advances in this regard that it has probably doubled the number of cubic feet of air supplied to each passenger on its cars. The cleanliness of passenger cars, in order to prevent disease and in order that persons traveling on them may feel comfortable, is a matter to which we propose to direct the attention of our inspectors. The cleanliness of depots and their general appearance is another matter we shall insist upon. It should be borne in mind that in many of the small towns the depot is the place where the people gather when the trains come in or go out for the purpose of seeing as much of the world as they can see in that way. We have always felt kindly towards the railroad company which had provided a little grass park, a shade tree or two, a seat on the outside in the summer time for the comfort of the people, and in the winter time sufficient heat to keep its patrons warm and comfortable. Of course, it is to be expected that there should be development in ideas of this kind when the fact is asserted by the government control of railroads that these public highways are to be operated just as much for the benefit and for the comfort of the public who use them as they are operated in order to make returns for such private ownership as the government will permit to exist.

As to accident investigations and reports made during the year to the Commission and as to further work of the Commission in the matter of prevention of accidents, reference is hereby made to the chapters of this volume on that subject.

During the year the Commission, as required by the act of the General Assembly, appointed a Boiler Inspector. His report of what has been done by him will be found in subsequent pages. Some of the companies have been glad to co-operate, most of them, in fact, with this inspector, while some others have called the attention of the Commission to the fact that the Federal law, so far as engines in this State are concerned, seems to have occupied the entire field of legislation on that subject. We have asked the opinion of the Attorney-General with reference to this matter, and the Commission, as required by the act of the General Assembly, is endeavoring to give such force to it as the law will allow. We have appointed a competent Boiler Inspector whose work has been satisfactory to us and, so far as we are informed, satisfactory to the superintendents of motive power and to the master mechanics of the different railroads.

The interurban railroads have received a great deal of attention from members of the Commission. The practical operation of recommendations made by the Commission arising out of the accidents of 1910 have been carried on to a point where most of them are in force. We believe that there are very few, if any, motormen in the State now with less than one year's experience. Very few, if any, cars are left without a separate compartment for the motorman, and it is the intention of the Commission to insist that by July 1, 1912, all such cars will be so equipped. As to block signals on these lines, which are very necessary, we permitted our inspector to work with the companies in order to secure from supply companies the construction of some form of automatic block signal which would be within the power of the companies to purchase and to install. This work was necessarily slow, but we are glad now to report that it seems to be accomplished and that three of the largest companies in the State will install at once automatic blocks upon certain parts of their lines whose working will probably indicate their efficiency and be followed by the installation of block signals on other portions of the interurban railroads until all the big companies have been equipped with an automatic block system.

As with the steam railroads so also with the interurbans, mat-

ters affecting the comfort of the passengers have taken a great deal of the time of the Commission. The Commission fully appreciates all conditions that make travel on these lines in some cases imperfect and uncomfortable. The cars have been equipped with single instead of double windows, making their heating difficult in the winter. One of the largest lines has advised the Commission that in this regard it will expend quite a large sum of money in order to overcome the low temperature in its cars. The crowding of the cars is another matter most difficult to provide against, but which the Commission thinks should be put in better condition. We are of the opinion that at certain hours of the day, when the volume of travel is largest, trailers should be provided, at least to certain nearby points. We have had this matter up with the companies, and while it must be remembered on the one hand that their revenues from freight are very small, that they have block signals to provide, entailing the expenditure of a large amount of money, on the other hand we are glad to note that their disposition is to cooperate very fully with this Commission in the betterment of the conditions we have mentioned.

While many cases have been settled and tried, the Commission is still involved in much litigation. Numerous suits are pending in both Federal and State courts to test the validity of the Commission's order to require the installation of Power Headlights on locomotives within the State. One of these cases, brought in the Federal Court by the C. & O. Railroad Company, has been put at issue, referred to a Master Commissioner, evidence heard and a finding made.

All questions involved, including the right of the Commission to investigate the question of the sufficiency of headlights now in use, and to prescribe Power Headlights in case of the inefficiency of the existing light, were decided in favor of the Commission, except the sole question as to the certainty and definiteness of the order.

The Master reports that the order is void for indefiniteness and uncertainty in that it prescribes a headlight of not less than fifteen hundred candle power, but does not specify the manner in which the light shall be determined. This is a disappointment, but the Commission, with executive approval, has employed additional counsel and will contest the Master's report by appropriate exceptions before the court.

Since our last annual report two decisions have been handed

down by the Supreme Court of the State to which the Commission was a party.

In one the right of the Commission to order the separation of dangerous grade crossings was upheld, and in the other a party aggrieved by reason of an order of the Commission must first apply to the Commission to modify or change the objectionable order before resorting to the courts.

During the past few weeks the United States Supreme Court has upheld the "Full Crew Law," enacted by the Indiana Legislature of 1907, the legal effect of which is to establish the validity of the act of 1909.

Successful prosecutions under the Bell Ringer Act, Human Endurance Law, and Safety Appliance Statute, have had a wholesome effect, so that very few violations of these statutes are now occurring.

There follows directly hereafter a list of the cases now pending.

PENDING LITIGATION.

The Commission is now engaged, as plaintiff or defendant, in the following litigation:

FEDERAL COURTS.

No. 3. Vandalia Railroad Company vs. Commission.

This case involved classified freight rates on the Vandalia Railroad between Indianapolis and Illinois State line. The finding and judgment of the Circuit Court of the District of the State of Indiana was adverse to the Commission. Case was appealed to the United States Supreme Court, where the same is now pending, and is in charge of the Attorney-General and the law firm of Korbly and New.

No. 26. Grand Trunk Railway vs. Commission.

In a proceeding before the Commission an order was made requiring the construction of an interlocker at the crossing of the G. T. and C., I. & L. railways in this State. The C., I. & L. Company was charged with the installation of the interlocker. Suit was brought by the G. T. Ry. Company in the Lake Circuit Court to set aside the order of the Commission. Decision was adverse to the railway company. Appeal was taken to the Appellate Court and the decision below affirmed. The G. T. Railway Company ap-

pealed to the Supreme Court of the United States. At the time of the decision of the Appellate Court the interlocker had been installed. The only question to be determined in the case is the division of the cost of the construction and maintenance. By agreement, the counsel of the C., I. & L. Ry. Co. have charge of the case. Cause still pending.

No. 35. Baltimore & Ohio Railroad Company vs. Commission.

This is a suit to set aside the order of the Commission entered in Case No. 322 requiring the installation of Power Headlights on locomotives in this State. The case was referred by the court to Hon. Noble C. Butler as Master Commissioner. Evidence was heard and the case argued orally by counsel, and the Commissioner, on the — day of December, filed his report, holding that the Commission has the authority to investigate the question of the efficiency of headlights on locomotives, and the authority to order the installation of Power Headlights; but held that the order entered in this case was indefinite and uncertain in that it did not specifically specify in what manner the candle power of the headlight ordered should be measured. The report has not yet been passed upon by the court. Five other cases have been instituted by other railroad companies against the Commission for the same purpose in which agreements have been made between the companies and the Commission whereby the cases are to pend until decision is reached in this case. The firm of Smith, Duncan, Hornbrook & Smith is employed as special counsel, and the case has been under the immediate charge of Mr. C. W. Smith.

No. 35. L. E. & W. R. R. Co. vs. The Commission.

Suit in United States Circuit Court, District of Indiana, to set aside Commission's order entered in case No. 322, requiring the installation of Power Headlights. Pending under agreement set out in case of Baltimore & Ohio Railroad Company vs. Commission.

No. 35. C., H. & D. Ry. Co. vs. Commission.

Suit brought to set aside Commission's order requiring the installation of Power Headlights on locomotives. Pending under agreement set out in case of B. & O. R. R. Co. vs. Commission.

No. 35. E., J. & E. R. R. Co. vs. Commission.

Suit brought to set aside Commission's order entered in case No. 322, requiring the installation of Power Headlights on loco-

motives. Pending under agreement set out in case of B. & O. R. R. Co. vs. Commission.

No. 35. Chicago Terminal Transfer Company vs. Commission.

Suit brought to set aside Commission's order requiring the installation of Power Headlights on locomotives. Pending under agreement set out in case of B. & O. R. R. Co. vs. Commission.

No. 35. Michigan Central R. R. Co. vs. Commission.

Suit brought to set aside Commission's order requiring the installation of Power Headlights on locomotives. Pending under agreement set out in case of B. & O. R. R. Co. vs. Commission.

The State vs. Vandalia Railroad Company.

This was a prosecution against the defendant for violation of the Full Crew Law, being Chapter II of the Acts of 1907. The company was fined in the Criminal Court of Marion County. Cause appealed to the Supreme Court of the State of Indiana and affirmed, taken to the Supreme Court of the United States on writ of error. Cause was affirmed by the Supreme Court of the United States. Case in charge of Hon. Martin M. Hugg and the Attorney-General.

STATE COURTS.

Allen Circuit Court.

No. 35. N. Y. C. & St. L. R. R. Co. vs. Commission.

Suit to set aside order of Commission, entered in case No. 322, requiring the installation of Power Headlights on locomotives. Pending agreement in case of B. & O. R. R. Co. vs. Commission.

No. 65. State of Indiana vs. Otto N. Porter, Trainmaster of P., C., C. & St. L. R. R.

Defendant charged by affidavit with violation of the sixteen-hour law. Case pending.

No. 66. State of Indiana vs. Pa. R. R. Co.

Defendant charged by affidavit with failure to equip engine No. 7951 with automatic bell ringer. Plea of guilty; fined \$100.

No. 66. State of Indiana vs. Pa. R. R. Co.

Affidavit charging defendant with failure to equip engine No. 7455 with automatic bell ringer. Plea of guilty; fined \$100.

No. 66. State of Indiana vs. Pa. R. R. Co.

Defendant charged by affidavit with failure to equip engine No. 7716 with automatic bell ringer. Case dismissed.

No. 66. State of Indiana vs. Pa. R. R. Co.

Defendant charged by affidavit with failure to equip engine No. 7735 with automatic bell ringer. Case dismissed.

Allen Superior Court.

No. 35. Pennsylvania Railroad vs. Commission.

Suit to set aside order of Commission entered in case No. 322, requiring the installation of Power Headlights on locomotives. Pending agreement in B. & O. R. R. Co. vs. Commission.

Cass Circuit Court.

No. 68. State of Indiana vs. P., C., C. & St. L. Ry. Co.

Defendant charged by affidavit with failure to equip engine No. 8113 with automatic bell ringer. Case pending.

No. 68. State of Indiana vs. P., C., C. & St. L. Ry. Co.

Defendant charged by affidavit with failure to equip engine No. 8414 with automatic bell ringer. Case pending.

No. 68. State of Indiana vs. P., C., C. & St. L. Ry. Co.

Defendant charged by affidavit with failure to equip engine No. 8335 with automatic bell ringer. Case pending.

Decatur Circuit Court.

No. 35. Southern Indiana Railway Company vs. Commission.

Suit to set aside order of Commission, entered in case No. 322, requiring the installation of Power Headlights on locomotives. Pending agreement in B. & O. R. R. Co. vs. Commission.

Dearborn Circuit Court.

No. 35. B. & O. S. W. R. R. Co. vs. Commission.

Suit to set aside order of Commission, entered in case No. 322, requiring the installation of Power Headlights on locomotives. Pending agreement in B. & O. R. R. Co. vs. Commission.

Delaware Circuit Court.

No. 43. Commission vs. Central Indiana Railway Company.

Suit to recover penalty on account of draw-bar of caboose No. 300 being broken. Pending on demurrer; case in charge of Attorney-General.

No. 44. Commission vs. James P. Goodrich, Receiver, C., C., C. & St. L. R. R. Co.

Suit to recover penalty on account of insecure grab irons and hand-holds on sides and ends of box car No. 1290. Case in charge of Attorney-General.

No. 45. Commission vs. James P. Goodrich, Receiver, C., C., C. & St. L. R. R. Co.

Suit to recover penalty on account of using car No. 19870, belonging to the Missouri Pacific Railroad Company, without having grab irons or hand-holds on sides or ends of car. Case in charge of Attorney-General.

No. 46. Commission vs. James P. Goodrich, Receiver, C., C., C. & St. L. R. R. Co.

Suit to recover penalty on account of use of box car No. 50857, belonging to Pere Marquette Railroad Company, without being equipped with automatic coupler. Case in charge of Attorney-General.

No. 50. Commission vs. L. E. & W. R. R. Co.

Suit to recover penalty on account of using coupler on car that work automatically. Pending on demurrer to complaint. Suit in charge of Attorney-General.

No. 58. Commission vs. L. E. & W. R. R. Co.

Suit to recover penalty on account of defective coupler on tank car No. 5348. Pending on demurrer to complaint. Case in charge of Attorney-General.

Grant Circuit Court.

No. 54. Commission vs. T., St. L. & W. R. R. Co.

Suit to recover penalty on account of use of car No. 2884 having no grab irons or hand-holds on sides or ends of car. Pending on demurrer to complaint. Case in charge of Attorney-General.

No. 67. State of Indiana vs. C., C., C. & St. L. R. R. Co.

Defendant charged by affidavit with violating full crew law. Case pending.

Huntington Circuit Court.

No. 70. State of Indiana vs. Walter A. Baldwin.

Defendant charged by affidavit in eleven cases with violation of the sixteen-hour law. Cases pending.

Jasper Circuit Court.

No. 49. Commission vs. Chicago & Wabash Valley R. R. Co.

Suit to recover penalty on account of use of caboose and way car No. 301 not having standard height of drawbars. Case in charge of Attorney-General.

Lagrange Circuit Court.

Commission vs. Wabash Railroad Company.

Suit to enforce separation of highway and railroad grade at Topeka. Trial, finding and judgment for the plaintiff. Grade ordered separated. Case appealed to Supreme Court. Case affirmed by Supreme Court. J. W. Hanan employed as special attorney.

Lake Superior Court.

Commission vs. Grand Trunk Western Railroad Company.

Suit to recover penalty for failure to install block signal system as provided by the Act of March 9, 1907. Demurrer to complaint argued and permitted; overruled; cause put at issue; trial entered upon; pending trial; court set aside ruling on demurrer and sustains demurrer to complaint. Commission declines to plead further. Judgment and appeal to the Supreme Court. Ibach and Cravens employed as special counsel.

Lake Superior and Circuit Court.

No. 5. Chicago, Indiana & Southern R. R. Co. vs. Commission.

Suit brought to set aside order of Commission entered in case No. 177, requiring the construction of a depot building at Lake Village. Company constructed a depot but have failed to dismiss its suit.

No. 35. C., I. & L. Ry. Co. vs. Commission.

Suit brought to set aside order of Commission entered in case No. 322 requiring the installation of Power Headlights on locomotives. Pending on agreement between parties to await the decision in the case of P., C., C. & St. L. Ry. Co. vs. Commission in Marion Circuit Court.

No. 35. C., I. & S. R. R. Co. vs. Commission.

Suit brought to set aside order of Commission entered in case No. 322 requiring the installation of Power Headlights on locomotives. Pending on agreement between parties to await the decision in the case of P., C., C. & St. L. Ry. Co. vs. Commission in Marion Circuit Court.

Lake Superior and Circuit Court.

No. 35. Grand Trunk Western R. R. Co. vs. Commission.

Suit brought to set aside order of Commission entered in case No. 322 requiring the installation of Power Headlights on locomotives. Pending on agreement between parties to await the decision in the case of P., C., C. & St. L. Ry. Co. vs. Commission in Marion Circuit Court.

No. 35. L. S. & M. S. Ry. Co. vs. Commission.

Suit brought to set aside order of Commission entered in case No. 322 requiring the installation of Power Headlights on locomotives. Pending on agreement between parties to await the decision in the case of P., C., C. & St. L. Ry. Co. vs. Commission in Marion Circuit Court.

No. 35. E., J. & E. R. R. Co. vs. Commission.

Suit brought to set aside order of Commission entered in case No. 322 requiring the installation of Power Headlights on locomotives. Pending on agreement between parties to await the decision in the case of P., C., C. & St. L. Ry. Co. vs. Commission in Marion Circuit Court.

No. 35. C. & E. R. R. Co. vs. Commission.

Suit brought to set aside order of Commission entered in case No. 322 requiring the installation of Power Headlights on loco-

motives. Pending on agreement between parties to await the decision in the case of P., C., C. & St. L. Ry. Co. vs. Commission in Marion Circuit Court.

No. 35. B. & O. R. R. Co. vs. Commission.

Suit brought to set aside order of Commission entered in case No. 322 requiring the installation of Power Headlights on locomotives. Pending on agreement between parties to await the decision in the case of P., C., C. & St. L. Ry. Co. vs. Commission in Marion Circuit Court.

Laporte Circuit Court.

No. 64. State of Indiana vs. Pere Marquette Ry. Co.

Indictment charging the defendant with violation of the full crew law. November 20, 1911, defendant entered a plea of guilty and was fined in the sum of \$100.

Marion Superior and Circuit Court.

No. 14. Commission vs. C., I. & L. Ry. Co.

Suit in Superior Court Room No. 2 to recover penalty on account of the issuance of free transportation in violation of Acts 1905. Case pending; in charge of Attorney-General.

No. 19. C., C., C. & St. L. Ry. Co. et al. vs. Commission.

Suit in the Superior Court concerning the moving of gravel from LaFayette. Case pending.

No. 20. L. E. & W. R. R. Co. et al. vs. Commission.

Suit to set aside order of Commission classifying thin cut lumber. Case still pending.

No. 30. Indianapolis Southern R. R. Co. vs. Commission.

Suit to set aside order in case No. 283 requiring the construction of shed and stock pens at Providence. Case by agreement dismissed. Cost against plaintiff.

No. 32. C., I. & L. Ry. Co. vs. Commission.

Suit to enjoin enforcement of order establishing switching rate at Bloomington on C., I. & L. and Indianapolis Southern Rail-

road. Cause tried; finding in favor of Commission. Case appealed to Supreme Court and affirmed. Hon. C. V. McAdams, special counsel.

No. 35. Vandalia R. R. Co. vs. Commission.

Suit to set aside order of Commission entered in case No. 322 requiring the installation of Power Headlights. Pending on agreement between parties to await the decision in the case of P., C., C. & St. L. Ry. Co. vs. Commission in Marion Circuit Court.

No. 35. C., C., C. & St. L. Ry. Co. vs. Commission.

Suit to set aside order of Commission entered in case No. 322 requiring the installation of Power Headlights. Pending on agreement between parties to await the decision in the case of P., C., C. & St. L. Ry. Co. vs. Commission in Marion Circuit Court.

No. 35. Indianapolis Southern R. R. Co. vs. Commission.

Suit to set aside order of Commission entered in case No. 322 requiring the installation of Power Headlights. Pending on agreement between parties to await the decision in the case of P., C., C. & St. L. Ry. Co. vs. Commission in Marion Circuit Court.

No. 35. P., C., C. & St. L. Ry. Co. vs. Commission.

Suit to set aside order of Commission entered in case No. 322 requiring the installation of Power Headlights. Demurrer to complaint argued; agreement between parties that this cause shall be put at issue and tried without unnecessary delay, and other cases of like nature shall pend awaiting decision in this case.

No. 35. P. & E. R. R. Co. vs. Commission.

Suit to set aside order of Commission entered in case No. 322 requiring the installation of Power Headlights. Pending on agreement between parties to await the decision in the case of P., C., C. & St. L. Ry. Co. vs. Commission in Marion Circuit Court.

No. 47. Commission vs. C., C., C. & St. L. Ry. Co.

Suit by Commission to recover penalty on account of defects in car No. 22423. Case in charge of Attorney-General.

No. 53. Commission vs. C., I. & L. Ry. Co.

Suit to recover penalty on account of using car without automatic coupler. Case in charge of Attorney-General.

No. 55. Commission vs. C., I. & L. Ry. Co.

Suit to recover penalty on account of car No. 5117 not being equipped with grab irons on sides and ends of car. Case in charge of Attorney-General.

No. 56. Commission vs. P., C., C. & St. L. Ry. Co.

Suit to recover penalty on account of using switch engine No. 8048 without being equipped with automatic couplers. Suit in charge of Attorney-General.

No. 57. Commission vs. P., C., C. & St. L. Ry. Co.

Suit to recover penalty on account of using switch engine No. 8048 without being equipped with automatic coupler. Suit in charge of Attorney-General.

Commission vs. C., I. & L. Ry. Co.

This was a suit to recover penalty on account of defendant company refusing to install block signal system as provided for by the Act of March 9, 1907. Demurrer to complaint argued and taken under advisement. Korbly & New, special counsel. 1910. Case settled. Defendants paying all costs and attorneys' fees.

C., C., C. & St. L. Ry. Co. vs. Commission.

Suit to set aside order of Commission requiring the construction of switch as entered in cause No. 425. Cause heard and decided adversely to the Commission. Bailey & Young, special counsel.

C., C., C. & St. L. Ry. Co. vs. Commission.

Suit to set aside order of Commission requiring the construction of switch as entered in cause No. 425. Cause at issue and set for trial January 15, 1912. Bailey & Young employed as special counsel.

Commission vs. I. & C. Traction Company.

Suit to enforce order to install highway crossing signs. Demurrer sustained to complaint. Subsequently the Act of March 6, 1911, requiring steam and interurban railroads to erect highway crossing signs at each grade crossing with the line in the State was enacted, and in view of this enactment, case was dismissed. Hon. J. E. McCullough, special counsel.

Commission vs. H. F. Houghton.

This was an application to the Circuit Court to require the defendant to answer certain question in an inquiry held by the Commission to investigate the efficiency of the telegraph operators employed by the C., C., C. & St. L. Ry. Co., of which the defendant was general superintendent. Court held that defendant was not in contempt and was discharged. Hon. J. E. McCullough, special counsel.

Commission vs. Vandalia R. R. Co.

Suit to enforce an order of the Commission entered against the defendant requiring it to cease operating an engine backwards in drawing a freight train from Indianapolis to Martinsville. Cause at issue and ready to be set for trial. Korbly & New, special counsel.

Tippecanoe Superior and Circuit Court.

Commission vs. C., I. & L. Ry. Company.

Fifty suits instituted in Montgomery Circuit Court by the Commission against the C., I. & L. Ry. Co. to recover penalty for failure to observe Commission's orders in fixing rates on coal north of New Albany. On September 21, 1910, these causes were all consolidated. An unsuccessful effort has been made to arrive at an agreement of facts so that the legal questions might be submitted to the court. Change of venue taken to Superior Court of Tippecanoe County. Demurrer to complaint filed; same argued and submitted and pending decision of the court.

No. 8. Wabash R. R. Co. vs. Commission.

This case is still pending in Superior Court.

No. 35. Wabash R. R. Co. vs. Commission.

Suit to set aside order of Commission entered in case No. 322 requiring the installation of Power Headlights on locomotives. By agreement suit to pend until decision in the P., C., C. & St. L. Ry. Co. vs. Commission in the Superior Court of Marion County.

Vanderburgh Superior and Circuit Court.

No. 35. E. & I. R. R. Co. vs. Commission.

Suit to set aside order of Commission entered in case No. 322 requiring the installation of Power Headlights on locomotives. Cause pending by agreement between parties.

No. 37. Commission vs. Southern Railway Company.

Suit to recover \$100 penalty on account of defects in car No. 61264. Cause put at issue; trial; finding and judgment for plaintiff. Appealed to Supreme Court; cause briefed and ready for submission. Spencer, Brill & Hatfield employed as special counsel.

No. 38. Commission vs. Southern Railway Company.

Suit to recover penalty on account of defect in car No. 61114. Trial; finding and judgment for plaintiff. Motion for new trial filed. By agreement cause to pend until decision in Supreme Court in No. 37 herein.

No. 39. Commission vs. Southern Railway Company.

Suit to recover penalty on account of defect in car No. 86430. Trial; finding and judgment for plaintiff. Motion for new trial filed. By agreement cause to pend until decision by Supreme Court in case No. 37 herein. Spencer, Brill & Hatfield employed as special attorneys.

No. 40. Commission vs. Southern Railway Company.

Suit to recover penalty on account of defects in car No. 86280. Trial; finding and judgment for plaintiff. Motion for new trial filed; by agreement cause to pend until decision by Supreme Court in case No. 37 herein. Spencer, Brill & Hatfield employed as special counsel.

No. 41. Commission vs. Southern Railway Company.

Suit to recover penalty on account of defects in car No. 62890. Trial; finding and judgment for plaintiff. Motion for new trial filed; by agreement cause to pend until decision by Supreme Court in case No. 37 herein. Spencer, Brill & Hatfield employed as special counsel.

No. 48. Commission vs. Southern Railway Company.

Suit to recover penalty on account of defect in car No. 71709. Cause pending. Attorney-General in charge.

E. & T. H. R. R. Co. vs. Commission.

Suit to set aside order of Commission requiring the construction of switch at Farmersburg, in the case of Lash vs. E. & T. H. R. R. Co. Special counsel employed by Lash. Case decided adversely to the Commission.

Commission vs. E. & T. H. R. R. Co.

Suit to recover penalty for failing to install block signal system as provided for by Act March 9, 1907. Spencer, Brill & Hatfield employed as special counsel. Case settled. Defendant pay all costs and attorneys' fees.

Vigo Superior and Circuit Court.

No. 42. Commission vs. E. & T. H. R. R. Co.

Suit to recover penalty on account of using car No. 16984, belonging to the Southern Railway Company, between points in Indiana, without grab irons on the sides or ends of car. Attorney-General in charge.

No. 51. Commission vs. E. & T. H. R. R. Co.

Suit to recover penalty on account of using freight car No. 82157 without having secure grab irons on sides or ends of car. Case in charge of Attorney-General.

Wayne Circuit Court.

No. 28. G. R. & I. R. R. Co. vs. Commission et al.

Suit to set aside order of Commission establishing the proportion of cost for the erection and maintenance of interlocker at Decatur between plaintiff, C. & E. R. R. and T., St. L. & W. R. R. Case tried; finding for defendants; case appealed, pending in Supreme Court.

No. 35. G. R. & I. R. R. Co. vs. Commission.

Suit brought by plaintiff to set aside order of Commission entered in case No. 322 requiring the installation of Power Head-

lights on locomotives. By agreement of parties case to pend until decision in case of P., C., C. & St. L. Ry. Co. vs. Commission in Superior Court of Marion County.

We attach hereto and make a part of this report the following:

- Appendix I: Financial Statement.
- Appendix II: Formal Proceedings.
- Appendix III: Informal Proceedings.
- Appendix IV: Report of Tariff Department.
- Appendix V: Report of Inspection Department and
Accident Bulletins.
- Appendix VI: Circular Letters.
- Appendix VII: Tables.

Respectfully submitted,

WM. J. WOOD, Chairman.
JOHN F. McCLURE,
FRANK E. PAYNE,
Commissioners.

APPENDIX I.

Financial Statement.

**FINANCIAL STATEMENT COVERING THE FISCAL YEAR
ENDING SEPTEMBER 30, 1911.**

Receipts.

Regular appropriation.....	\$30,000 00	
Specific appropriation	3,000 00	
	<hr/>	
	\$33,000 00	
Received from interlocking and other fees.....	1,419 38	
Vouchers and cash turned in.....	500 00	
	<hr/>	
		\$34,919 38

Disbursements.

Salary W. J. Wood.....	\$4,000 00	
Salary F. E. Payne.....	4,000 00	
Salary J. F. McClure.....	4,000 00	
Salary J. F. Reiley.....	2,500 00	
Salary M. T. Brady	1,800 00	
Salary J. M. Scott.....	1,875 01	
Salary D. E. Mathews, Inspector.....	1,800 00	
Salary Henry Zink, Inspector.....	1,500 00	
Clerks, stenographers and other office help.....	3,731 22	
Traveling expenses	1,193 25	
State Treasurer, interlocking and other fees.....	1,419 38	
Miscellaneous	60 40	
Telegraphing	66 53	
Telephone account	175 70	
Experts	1,388 22	
Engineers	735 01	
Attorneys' fees	2,861 39	
State printer	726 37	
Postage stamps	305 00	
Express account	16 24	
Typewriter account	124 18	
Vouchers turned in	314 90	
Cash turned in	185 10	
	<hr/>	
	\$34,777 90	
Balance appropriation turned in.....	141 48	
	<hr/>	
		\$34,919 38

APPENDIX II.

Formal Proceedings.

APPENDIX II.

Formal Proceedings.

FORMAL PROCEEDINGS.

No. 6. Schnull & Company vs. Vandalia Railroad Company.

Pending in the Supreme Court of the United States on appeal from the United States Circuit Court granting a permanent injunction against the Commission.

No. 55. P. H. and F. Root & Co. et al. vs. C., C., C. & St. L. Ry. Co.

In this case an agreement was obtained from the carriers at Connersville whereby interchange between the C., H. & D. and the C., C., C. & St. L. should be effected by using the L. E. & W. tracks from Connersville to Beeson Station, the latter company receiving \$3.00 per car for its service. This arrangement has been in effect since June 1, 1911.

No. 57. Pittsburgh, Ft. Wayne & Chicago vs. Michigan Central Railroad. Interlocker at Tolleston.

Certain changes made, reported on by Consulting Engineer, approved by the Commission, and case pending.

No. 147. S. P. Jennings et al. vs. Pittsburgh, Cincinnati, Chicago & St. Louis Railway Company and Lake Erie & Western Railroad Company.

This was a petition to require the construction of a new depot at New Castle. At the hearing held in New Castle it was agreed that no order should be made at that time, but that the Commission should endeavor to secure an amicable adjustment thereof. Subsequently, the L. E. & W. R. R. Co. constructed a new station a short distance from the joint station, which has been operated for a number of years by the two companies at that point. Recently, the Commission has arrived at a conclusion with the P., C., C. & St. L. Ry. Co. whereby this company is to construct a new station at that point adequate for all purposes. The plans have not been submitted for the approval of the Commission at this time, but the Commission has been verbally advised by the superintendent that the same would be done.

No. 161. Inquiry Concerning Class Rates.

This case pending awaiting the decision of the Supreme Court of the United States upon cases involving the jurisdiction of the Commission.

No. 297. Wm. Graham et al. vs. Chicago, Indianapolis & Louisville Railway Company.

Petition for overhead bridge at Vernal Pike crossing in Monroe County. This matter was referred to Commissioner McClure, who took the matter up with the Monon Railroad and the Board of County Commissioners and the County Council of Monroe County. After considerable conference and two meetings the parties arrived at an agreement whereby an overhead bridge at the crossing in question was constructed. This crossing was a dangerous one at which point several accidents had occurred and one man was killed. The cost of the overway bridge was approximately \$1,100.

No. 322. In the Matter of Locomotive Headlights, Chapter 128, Page 323, Acts 1909.

The final order made by the Commission requiring the installation of Power Headlights on locomotives in the State is still in litigation in the Federal Court at the time of making this report. Pending the trial of these cases the Commission is without power to proceed further.

No. 328. The LaFayette Gravel & Concrete Company vs. Chicago, Indianapolis & Louisville Railway Company.

This case was decided, and the opinion and order made by Commissioner McClure. See Fifth Annual Report, page 39.

No. 349. J. E. Marbaugh et al. vs. Chicago & Erie Railroad Company.

This was an application for better train service on the Erie Railroad from Huntington over the road between that point and the Illinois line. The matter had been investigated and the Commission had decided in 1909 that additional train service would not be remunerative to the company if the same were established. The matter was referred to Commissioner McClure, who made a special trip over the line of the road in company with the general and division superintendents and general counsel of the company, as a

result of which an additional train was put on the line, making the run from Huntington to North Judson, and a train running from Chicago to Rochester in the afternoon was extended as far as Huntington on the east. This additional service has been in effect since June 16, 1911. The patrons of the line have expressed themselves as gratified with the improvement, and the case closed.

No. 367. In the Matter of Highway Crossing Signs on the Indianapolis & Cincinnati Traction Company.

This company and other companies having failed to install highway crossing signs as recommended by the Commission, the Commission recommended to the General Assembly a bill known now as Chapter 224, page 543 of the Acts of 1911, which act requires under penalty the installation of highway crossing signs at all level highway crossings in this State.

No. 368. In the Matter of Highway Crossing Signs on the Terre Haute, Indianapolis & Eastern Traction Company.

This case disposed of as reported above in case No. 367.

No. 369. In the Matter of Highway Crossing Signs on the Indianapolis, Columbus & Southern Traction Company.

This case disposed of as reported above in case No. 367.

No. 372. Schnull & Company vs. Cleveland, Cincinnati, Chicago & St. Louis Railway Company.

This case was continued to await the decision of the Supreme Court of the United States in cases affecting the jurisdiction of this Commission.

No. 373. In the Matter of Highway Crossing Signs on the Cleveland, Cincinnati, Chicago & St. Louis Railway Company.

This case disposed of as reported above in case No. 367.

No. 374. Penalty Defects on Southern Railway Company's Cars.

In this case suit was brought in the Vanderburgh Circuit Court; judgment in favor of the Commission for the statutory penalties. An appeal was taken to the Supreme Court of the State.

No. 375. Penalty Defects on Southern Railway Company's Cars.

Same as case No. 374, which see.

No. 376. Penalty Defects on Southern Railway Company's Cars.

Same as case No. 374, which see.

No. 377. Penalty Defects on Southern Railway Company's Cars.

Same as case No. 374, which see.

No. 378. Penalty Defects on Southern Railway Company's Cars.

Same as case No. 374, which see.

No. 387. Indianapolis Freight Bureau vs. Cleveland, Cincinnati, Chicago & St. Louis Railway Company.

This case continued to await the decision of the Supreme Court of the United States.

No. 388. Indianapolis Freight Bureau vs. Cincinnati, Hamilton & Dayton Railroad Company.

This case continued to await the decision of the Supreme Court of the United States.

No. 393. Petition for Installation of Interlocker at Seymour at Crossing of P., C., C. & St. L. Ry. and Southern Indiana Ry.

Petition in this case filed by the Pennsylvania Company, but on motion of petitioner, this case held up to await adjustment between the companies.

No. 396. In the Matter of Bridge Over Wabash River at Andrews.

This case involved a defective bridge over the Wabash River used by the Wabash Railroad Company at Andrews, Indiana. The Commission required practically the construction of a new bridge; respondent proceeded to do the work, and the Commission is advised that the same has been completed.

No. 397. John E. McGarry and Others vs. C., I. & L. Ry. Co.

This was a petition for a depot at Hammond. Since our last report, plans, specifications and blue prints for the construction of the depot have been filed with the Commission, and the same have been approved, and the work has been commenced, and probably will be completed in January, 1912.

No. 401. Indiana Ice Cream Association vs. The Express Companies.

This was decided, and opinion and order prepared by Commissioner McClure. It is reported in the Fifth Annual Report, page 73.

No. 414 E. E. Douglas et al. vs. C., H. & D. Ry. and C. & E. I. R. R. Cos.

In this case E. E. Douglas et al. filed a petition praying for an order against the respondent companies to construct a joint station at the intersection of the lines of the two companies at Hillsdale. The Commission held several conferences with the superintendents and general managers of the two lines of road, and as a result it was finally agreed by the companies that they would construct and operate independent stations at that place. The Commission not having power to order the construction of a joint station at the intersection of the two lines; the C., H. & D. have constructed its station a few hundred feet from the intersection, and the C. & E. I. have constructed a station about seven hundred feet south of the crossing of the two lines. The stations as located are not so convenient for the public use as if a joint station had been constructed at the intersection of the two lines, but owing to the difficulty of securing ground for the joint station and the approaches thereto, the companies decided to erect their own stations. This being done, the matter was closed.

No. 416. Arthur W. Taylor et al. vs. L. E. & W. R. R. and Grand Trunk Ry. Cos.

The petitioner complained that the respondent companies at Stillwell did not maintain proper and adequate depot facilities at that point. The matter was taken up with the respondent railroad companies, and as a result of negotiations the two companies agreed to construct at that place a joint station with waiting rooms adjacent to the tracks of each line, and an agent's office in the immediate angle of the two roads with adequate freight and baggage compartments. For the amount of business to be accommodated at this point, the Commission regards the plans submitted for the construction of the joint station at this point entirely adequate and has approved the same, and further the construction of the said depot shall be completed by the first of January, 1912, and the case is closed.

No. 421. Lyman Dunlap et al. vs. Indianapolis Southern R. R. Co.

This case was decided and opinion and order prepared by Commissioner McClure. See Fifth Annual Report, page 94.

No. 422. R. W. Vaughn & Co. vs. L. S. & M. S. Ry. Co. and B. & O. R. R. Co.

No proper petition having been filed in this case the same has been dismissed.

No. 429. The LaFayette Gravel & Concrete Company vs. Chicago, Indianapolis & Louisville Railway Company et al.

This was an application for joint and local rates out of La-fayette on concrete products. Subsequent to the filing of the petition the petitioner dismissed so much of the petition as sought joint rates. The matter was taken up with the carriers and in each instance tariffs were secured reducing the former rate and the same was satisfactory to the petitioner. The matter was disposed of as per report following:

McCLURE, *Commissioner*:

The petitioner alleges that it is engaged in the manufacture, sale and transportation of concrete products, to wit: drain tile, building blocks, fence posts, brick and other concrete products.

That its manufacturing plant is located at Lafayette, Indiana, where it conducts its said business; that the C., I. & L. Ry. Co., the C., C., C. & St. L. Ry. Co., the Wabash Railroad Company, and the L. E. & W. Railroad Company are engaged in operating lines of railroad which pass through the said city of Lafayette and from thence to various points within the State of Indiana; that the other railroad companies, respondents herein, operate lines within this State that connect with the lines of the companies heretofore mentioned as operating lines of railroad through the city of Lafayette, Indiana.

It is further averred that the local rates in effect on the lines passing through Lafayette on concrete products are excessive, unreasonable and unjust; and that the joint rates obtaining on petitioner's concrete products from said city of Lafayette to points on said lines throughout this State are too high, unreasonable and unjust. Prayer that just and reasonable rates, both local and joint, be fixed and reasonable minimum weights be established; and petitioner alleges that the following schedule of rates would be just and reasonable:

<i>Miles.</i>	<i>Local.</i>	<i>Joint.</i>
5 to 20.....	2c per cwt.....	3c per cwt.
20 to 35.....	2½c per cwt.....	3½c per cwt.
35 to 50.....	3c per cwt.....	4c per cwt.
50 to 75.....	3½c per cwt.....	4½c per cwt.
75 to 100.....	4c per cwt.....	5c per cwt.
100 to 125.....	4½c per cwt.....	5½c per cwt.
125 to 150.....	5c per cwt.....	6c per cwt.

The petitioner through its president dismissed the petition in so far as it related to joint rates and the Commission was advised that the proportion of the joint rate obtaining on petitioner's concrete products when going over the local lines in Lafayette to points of destination in this State prior to the decision of the Commission establishing a switching charge for the movement of freight in carloads over the rails of the C., I. & L. Ry. to connecting lines in Lafayette, would be a just, fair and reasonable local rate out of that point.

The question of the local rates on petitioner's concrete products was taken up with the carriers whose lines pass through the city of Lafayette, and each company filed its commodity tariff, embracing all of the petitioner's products, and reduced to a mileage basis. The C., C., C. & St. L. Company's tariff is as follows:

<i>Miles.</i>	<i>Brick.</i>	<i>Tile.</i>	<i>Building Blocks.</i>
1 to 50	2
50 to 65	2½
65 to 70	3
70 to 80	3½
80 to 120	4½
1 to 15	..	2½	..
15 to 20	..	2½	..
20 to 25	..	3	..
25 to 30	..	3½	..
30 to 35	..	3½	..
35 to 40	..	4	..
40 to 60	..	4½	..
60 to 75	..	4½	..
75 to 85	..	5	..
85 to 120	..	5½	..
1 to 10	2½
10 to 25	2½
25 to 40	3
40 to 60	3½
60 to 80	4
80 to 100	5
100 to 120	6

The rates established by the other companies are substantially the same. The rates thus established are regarded as just and reasonable, and to which the petitioner has interposed no objection, although his attention was called to the fact that the carriers had filed their tariffs establishing local rates from Lafayette to various points on the lines within the State. I therefore recommend that these rates so filed be approved and the petition be dismissed.

No. 430. John Sullivan et al. vs. Wabash Railroad Company.

On May 4, 1911, it being shown to the Commission that respondent was affording passenger service at Williamsport by complying

with the act of the last General Assembly, and stopping four of its passenger trains in each direction at Williamsport, this case was dismissed.

No. 431. Hoffman Brothers Company vs. B. & O. S. W. R. R. Co.

No proper petition having been filed in this case, same has been dismissed.

No. 438. French Brothers vs. C., I. & L. Ry. Co. Rates on Brick.

In this case, after full hearing and consideration, by an order made by the Commission, respondents were required on and after January 1, 1911, and for two years thereafter to publish, maintain, and charge a rate of 65 cents a ton on brick from Crawfordsville to Brookston, Indiana.

No. 439. P., C., C. & St. L. Ry. Co. vs. The Town of Hebron.

Appeal from ordinance requiring installation and maintenance of gates at crossings. The opinion and order in the case dismissing the appeal is as follows:

McCLURE, Commissioner:

This is an appeal by said railway company from the action of the board of trustees of the town of Hebron, Indiana, in the matter of the enactment of an ordinance requiring the erection and maintenance of gates at the crossing of Main street, Washington street, Sigler street and Quincy avenue and the tracks of the Pittsburgh, Cincinnati, Chicago and St. Louis Railway in the town of Hebron, Indiana. The ordinance is as follows:

"AN ORDINANCE.

"An ordinance requiring the erection and maintenance of gates at the crossing of Main street, Washington street, Sigler street and Quincy avenue and the tracks of the Pittsburgh, Cincinnati, Chicago and St. Louis Railway in the town of Hebron, Indiana.

"WHEREAS, The security of the people and property require that the Pittsburgh, Cincinnati, Chicago and St. Louis Railway Company, whose tracks intersect and cross Main, Washington, Sigler streets and Quincy avenue, in the town of Hebron, shall erect and maintain gates across such streets, on either side of their right of way at such intersection or crossing, and shall cause the same to be closed upon the approach of any engine, car or train of cars, so as to prevent persons, horses, teams, automobiles, motorcycles or other vehicles from going onto or attempting to cross said tracks until such engine, car or train of cars shall have passed.

"Section 1. Be it therefore ordained by the board of trustees of the town of Hebron, Indiana, That the Pittsburgh, Cincinnati, Chicago and

St. Louis Railway Company, or corporation operating said railway, shall erect and maintain such gates on either side of its track or tracks at the crossing of Main, Washington and Sigler streets and Quincy avenue, in said town of Hebron, Indiana.

"Sec. 2. That the Pittsburgh, Cincinnati, Chicago and St. Louis Railway Company, aforesaid, and the agent or employes thereof, in charge of such gates, shall close the same upon the approach of any engine, car or train of cars, and keep the same closed until the engine, car or train of cars shall have passed such crossing; and such gates shall then be opened to allow travel to resume upon such streets, provided that the duty of opening and closing such gates as aforesaid shall be performed by said railway company on each day in the year from 5 o'clock a. m. until 9 o'clock p. m. in each day.

"Sec. 3. Any railroad or railway company, agent or employe who shall fail to observe any of the provisions of this ordinance or shall violate the same, shall in such case, on conviction, be fined in any sum not less than five (\$5.00) dollars, or more than one hundred (\$100.00) dollars, and forfeit the same to said town: Provided, Each day that said railway company shall fail to erect and maintain such gates as herein provided shall be a separate offense.

"Said penalty above provided for shall be collected by said town by appropriate action.

"This ordinance shall be in full force and effect on and after February 1, 1911.

"I certify that the above and foregoing is a full, true and correct copy of an ordinance adopted by the board of trustees of Hebron, Indiana, on December 2, 1910.

"Given under my hand and seal this sixth day of December, 1910.

"ROY B. RATHBURN,
Clerk of Town of Hebron.

"A. W. BLANCHARD, President."

The reasons given for the appeal by the appellant company are as follows:

First. Because said The Pittsburgh, Cincinnati, Chicago and St. Louis Railway Company, at the time of the adoption of said resolution and for some time prior thereto, had maintained and operated and since that time has, maintains and operates, at each of said street crossings over its railroad, namely, at Main street, Washington street, Sigler street and Quincy avenue, in said town of Hebron, alarm bells, which are so regulated that they sound an alarm and give ample notice of the coming of an approaching train, and which alarm bells are ample and sufficient protection to the traveling public, if their warnings are heeded by said traveling public; that said railroad company was compelled to expend about one thousand dollars in installing said electric alarm bells at said crossings, and to be compelled to comply with said resolution will cause said bells to be abandoned and said bells will become useless.

Second. That the law under which the said town of Hebron acted or assumed to act in the adoption and passage of said ordinance is in violation of the 14th amendment to the Constitution of the United States,

in that it deprives the said The Pittsburgh, Cincinnati, Chicago and St. Louis Railway Company of its property without due process of law and denies to it the equal protection of the law.

Third. That the law under which the said town of Hebron acted or assumed to act in the adoption and passage of said ordinance is in violation of the Constitution of the United States in that it withholds from said The Pittsburgh, Cincinnati, Chicago and St. Louis Railway Company rights, privileges and immunities which upon the same terms are granted to other persons or citizens.

Fourth. That the law under which said town of Hebron acted or assumed to act in the adoption and passage of said ordinance is in violation of the Constitution of the State of Indiana in that it withholds from The Pittsburgh, Cincinnati, Chicago and St. Louis Railway Company privileges and immunities which upon the same terms are granted to other persons or citizens.

Fifth.—That the law under which said town of Hebron acted or assumed to act in the adoption or passage of said ordinance is in violation of the Constitution of the State of Indiana in that said law is special and not general and its application is made to depend upon the opinion of said board of trustees of said town of Hebron.

Sixth. That said ordinance is in violation of the Constitution of the United States in that it is a taking of the property of The Pittsburgh, Cincinnati, Chicago and St. Louis Railway Company without due process of law and denies to it the equal protection of the law.

It will be observed that the reasons stated for the appeal, with the exception of the first, are constitutional objections to the validity of the ordinance, namely, as specified in the second reason for appeal, that the law under which the town of Hebron acted in the adoption and passage of the ordinance is in violation of the 14th amendment to the Constitution of the United States in that it deprives the appellant of its property without due process of the law and denies to it the equal protection of the law.

The third ground asserts that the law under which the town of Hebron acted in the passage of the ordinance in question is in violation of the Constitution of the United States in that it withholds from the appellant company rights, privileges and immunities which are granted to other persons or citizens.

Fourth. That the law under which the appellee town acted in the adoption of said ordinance is in violation of the Constitution of the State of Indiana in that it withholds from the appellant company privileges and immunities which upon the same terms are granted to other persons or citizens.

Fifth. That the law under which said town of Hebron acted in the adoption of said ordinance is in violation of the Constitution of the State of Indiana in that it is special and not general and in its application is made to depend upon the opinion of said board of trustees of said town of Hebron. And

Sixth. That the said ordinance is in violation of the Constitution of the United States in that it is a taking of property of the appellant

company without due process of the law and denies to it equal protection of the law.

The Commissioner visiting the town of Hebron, as required by the statute in such cases as this, was advised by the superintendent of that division of defendant railway company that the company did not desire to stand upon nor did it desire that the Commission should consider the objections to the ordinance raised by the company upon constitutional grounds. Therefore, the second, third, fourth, fifth and sixth reasons for appeal being waived, are disregarded by the Commission.

Upon an investigation of the premises where the ordinance seeks to establish gates at the crossing of the streets mentioned in the ordinance and the defendant railway company's tracks, it was found that the four crossings mentioned are within a distance of two squares, that the company's road is double tracked through the town of Hebron, as is the entire division of the road from Logansport to Chicago, that the line of road passes in a northwesterly and southeasterly direction through the town; that the right of the company is only obstructed by the station, which is located at a point about equidistant from the extreme crossings in either direction. At the most westerly crossing when crossing the tracks from the south the track is somewhat obscured by the elevation of the ground adjacent to the tracks. At the middle of the street crossing the depot building obstructs the view of the tracks to some extent toward the west, and a tool-house located east of the station to some extent obstructs the view of the track toward the east. Two of the crossings in question are but a short distance apart, perhaps not to exceed fifty feet, the one crossing the tracks in a due north and south direction, while the other highway and street crosses the tracks on a line due east and west. The movement of trains over appellant's line of road at this point approximates sixty trains per day, the major portion of which pass through the town between nightfall and morning. The company has installed bells at three of the crossings, but they are somewhat irregular and uncertain in giving alarm for the approach of every train, and when certain atmospheric conditions prevail when once set ringing continue to do so long after the train has passed. The town of Hebron has a population of about one thousand and is a trading point for a radius of several miles thereabout. Two of the crossings in question are streets within the town that are also continuous with public highways leading into the country. The business portion of the town is almost entirely south of the railroad, and in fact but a small portion of the residence part lies to the north of the tracks. Several casualties have occurred within the limits of the town in recent years by persons being struck by trains passing through. It was ascertained, however, that the parties who were struck by the trains were at fault, and in the exercise of reasonable care could have avoided injury to themselves. We think that taking into consideration the nature of the crossings in question, the amount of travel over the highways and the train movement on the tracks of the company and the manner in which the trains are distributed over the twenty-four hours in the day, that there does not exist the necessity for the installation of gates and the maintenance of the same by a watchman. It is incumbent upon the company, however, to see that the alarm bells now in use at these

crossings should be properly maintained, to the end that they accurately perform their functions and accurately warn travelers of the approach of trains. The appeal will be sustained and the order entered accordingly.

WHEREAS, The board of trustees of the town of Hebron in this State enacted an ordinance on December 2, 1910, requiring under penalties The Pittsburgh, Cincinnati, Chicago and St. Louis Railway Company to erect and maintain gates at the crossing of Main, Washington, Sigler streets and Quincy avenue with the tracks of said railway company, the same to take effect February 1, 1911; and

WHEREAS, Within the time prescribed by law the P., C., C. & St. L. Ry. Co. appealed from the action of said board of trustees in said town of Hebron in the enactment of said ordinance to the Railroad Commission of Indiana; and

WHEREAS, Said matter was referred to a member of the Commission who visited the town and the site of said crossings referred to in said ordinance, and being otherwise well advised in the premises, reports to the Commission that said appeal should be sustained and said railway company not be required to erect and maintain gates at said crossings in said town.

WHEREFORE, It is ordered that the appeal of The Pittsburgh, Cincinnati, Chicago and St. Louis Railway Company from the action of the board of trustees of the town of Hebron, Indiana, in enacting an ordinance requiring said railway company to erect and maintain gates at the crossing of Main, Washington and Sigler streets and Quincy avenue with the tracks of said railway company be sustained, and that said ordinance be inoperative and without effect.

No. 440. The Joseph Lay Company vs. P., C., C. & St. L. Ry. Co.
Application for Side Track at Petitioner's Plant at Ridgeville.

In this case several conferences were held by the Commission and petitioner and representatives of the railroad company, and it seems to be practically impossible to find a way to get a side track to the plant of the petitioner. The matter is still pending waiting a solution of this question.

No. 441. Interlocking Plant at Harwood.

Plans filed by Illinois Central Railroad Company for interlocking plant for the crossing of the C., C., C. & St. L. Ry. at Harwood. Matter referred to consulting engineer, and on report from engineer the plans were approved by the Commission.

No. 442. Indiana Manufacturers & Shippers' Association vs. Chicago, Terre Haute & South Eastern Railway Company and Others. Petition for the Adjustment of Manufacturers Rates on Coal.

This case continued generally at the request of the petitioner.

No. 443. C., C., C. & St. L. Ry. Co. vs. Evansville Belt Railway Company. Interlocker at Evansville.

Plans submitted, referred to consulting engineer, recommended by him to be approved, and approved by the Commission January 24, 1911.

No. 444. E. T. Slider vs. Southern Railway Company, and Louisville, New Albany and Corydon Railroad Company.

In this case which refers to rates on coal, sand and gravel from New Albany west. the following opinion was rendered, and order and modified order were made:

McCLURE, *Commissioner*:

The petitioner in this proceeding complains of the rates now in effect on the respondents' lines in Indiana for the transportation of coal, sand and gravel from New Albany westward to stations in this State. The petition alleges that the rates now in effect and applied to the movement of this traffic are unreasonable, excessive and unjust and are so laid as to prevent the movement of petitioner's traffic and with a view of fostering other industries producing competitive tonnage and located at other points on these lines in Indiana; and that by reason of such facts the rates are unlawful and operate to the undue prejudice, disadvantage and damage of the petitioner. The petitioner's business consists of the handling of bituminous coal produced in Pennsylvania and West Virginia and transported from points of origin to New Albany, this State, in barges on the Ohio River. Upon arrival at New Albany the coal is elevated, screened and otherwise treated and stored preparatory for shipment. The petitioner is also engaged in pumping, screening and preparing sand and gravel for sale and shipment, the same being obtained from the bed of the Ohio River. The coal handled by the petitioner consists of all grades of commercial bituminous coal, such as slack, nut, mine run and screen, being adapted to domestic use and steaming purposes. The sand and gravel so produced by the petitioner is adapted to all commercial purposes, including use in all concrete, street and highway building.

The evidence adduced in this case shows that the petitioner is engaged in handling bituminous coal mined in West Virginia and Pennsylvania, which is transported in barks on the Ohio River to New Albany; that upon its arrival at that point it is elevated, screened, prepared and stored in bins ready for shipment; and that various grades of coal are handled by the petitioner, such as slack, nut, mine run and screen, and are adapted to domestic and steaming uses. The petitioner is also shown to be engaged in mining sand and gravel from the Ohio River by pumping the same from the bed of the stream upon barge boats, screening and preparing these products for sale and shipment.

At various points on the lines of the Southern Railway, such as Boonville, Ayrshire and other points, bituminous coal is mined and the

same is marketed at various points along the line of said railway. The coal produced at said mines and the petitioner's coal compete in the various markets along the lines of this railway.

During the year 1908 the petitioner shipped 46 cars of coal to points west of New Albany on respondents' lines; in 1909, 27 cars; in 1910, 51 cars. None of these shipments moved any considerable distance, the farthest being to Corydon, a distance of 27 miles from New Albany. The principal part of the traffic moved by the petitioner during these three years was to Georgetown, a distance of 10 miles, and at a rate of 35 cents per ton.

From the mines along the respondents' line during the month of December, 1910, 124 cars of coal reached New Albany over the Southern Railway. At this rate during the course of a year, practically 1,500 car loads would thus reach the New Albany market. However, the demand at this point would vary at different seasons of the year and it could not be said positively that this number would represent the annual shipment, although it would be an approximation.

The rate from the mines to New Albany is 50 cents. This, however, has been made in order to meet competition with coal originating in Kentucky, from the mines on the Monon, and that coming off the Ohio River from Pennsylvania and West Virginia points.

From New Albany there is a west bound movement of 14 empty coal cars per day over the Southern Railway. These cars are carried empty to the mines in Indiana to be reloaded with coal for New Albany and points east.

The tariffs of the respondent railway on file with the Commission show that the following rates obtain on coal from the mines in this State to various points within the State reached by the lines of these companies, also the rates on coal from New Albany over the same lines to the same points:

Mileage West from New Albany.	Rates of Coal from New Albany.	Rates on Domestic Coal from Mines.	Rates on Steaming Coal from Mines.
3	35	30	30
6	35	30	30
9	35	30	30
15	55	30	30
16	55	40	30
17	55	40	30
19	55	40	30
20	55	40	30
24	55	40	30
28	55	40	30
32	60	40	30
36	65	50	40
39	65	60	50
45	70	60	50
49	70	60	50
52	70	70	50
54	70	70	50
55	70	70	50

Mileage West from New Albany.	Rates of Coal from New Albany.	Rates on Domestic Coal from Mines.	Rates on Steaming Coal from Mines.
59	70	70	50
61	70	70	50
64	70	75	50
69	70	75	50
73	85	75	50
78	85	75	50
80	85	75	50
84	85	75	50
86	85	75	50
87	85	75	50
88	85	75	50
92	85	75	50
98	85	75	50
106	85	75	50

The tariffs on file with the Commission establishing rates on coal on the Monon from New Albany, on the Pennsylvania from Jeffersonville, and on the E. & T. H. and Vandalia railroads, show a lower rate on this commodity than obtains on the respondent's lines west from New Albany, and on steaming coal the rate from the mines in this State is very much less, being from 20 to 70 per cent. lower. The rates obtaining on classified freight in both directions on the Southern Railway are substantially the same, also rates upon various commodities are the same when moving in either direction in car loads. This is true of the rates on logs, straw, brick, grain, hay, lumber, scrap iron, sewer pipe, salt, ties, drain tile, cement, coke and other commodities.

The rates obtaining on the Southern Railway on crushed stone, which competes with the petitioner's gravel for highway construction, are 30 cents for distances including 55 miles, 35 cents from 55 to 70 miles; and 40 cents for a distance of 88 miles, whereas the rates on sand and gravel are 50 cents for all distances to and including 15 miles and 60 cents for all other distances to 65 miles.

It is contended by the respondent that the rates on coal in effect on these lines had been established by the Commission at a prior date under the act of 1905; and as the order was not limited by the terms of the act, the rate so fixed should not be disturbed nor changed by the Commission in this proceeding.

There was a proceeding before the Commission under the act of 1905, in which coal rates were fixed on the respondent's line west from New Albany, which are the rates complained of in the petition herein. *Slider vs. Southern Railway*, First Annual Report I. R. C., p. 97.

We cannot sustain this contention for the reason that the rate fixed at one time might be a reasonable rate, which on account of changed conditions might make such rate at a subsequent time unjust and unreasonable; and even though the Commission has fixed a rate it is, under the authority of the act creating the Commission, subject to change and modification by it at any time when the facts shown are such as to warrant such modification or change. The Appellate Court of this State, in discussing this question, used this language:

"Nor can the contention of appellant that the rates fixed by the Commission are in perpetuity affect the question, if they are reasonable and just, and the Commission had the power to make them, they would stand until changing conditions would affect the rights of the railroad company. If the rates were established in the first instance by the Legislature, they would necessarily be in perpetuity, that is, they would stand until changed by legislative enactment, or declared void by the court as being confiscatory; and if they were reasonable and just this could not be done. This rate-making power possessed by the Legislature it has transmitted to the Railroad Commission of Indiana. We think, however, that the Railroad Commission act, fairly construed, gives the Commission power to revise any rate fixed by it, on the petition of a railroad company, or any other party interested." *Southern Railway Company v. Hunt*, 42 Appellate, p. 90.

It is clear, we think, that the difference in rates between the New Albany rate and the rates from the mines in this State on coal, and particularly between the New Albany rate and the rate on steaming coal, is such as discriminates materially against the movement of petitioner's coal over the lines of the respondents.

It may be contended that the Indiana coal should be given preferential rates in order that the local mines may be kept in operation and that other enterprises, dependent indirectly at least upon them, be kept going, that it is to the interest of the carriers and the general business public along respondents' lines within the State to make lower rate for the movement of coal mined along these lines than for coal mined in other States and brought here in competition with the former. It is desirable that the coal mining interests of the State should be active and prosperous. A large amount of capital is invested in them and they give employment to a great number of citizens in the State and add materially to the volume of business transacted in the sections in which they are located. Railroads are permitted to do anything to justly increase their business and aid in the development of the resources of the country along their lines, but they are not permitted to discriminate against shippers who offer the same commodity under substantially the same conditions for practically the same service at their hands. *Slider v. C., I. & L. Ry. Co.*, Fourth Annual Report I. R. C., pp. 84-90; *Cardiff Coal Co. v. C., M. & St. P. Ry. Co.*, 13 I. C. C. 466.

Quoting from the last case, the Interstate Commerce Commission says:

"If a railroad is a public highway and Congress may lawfully authorize the Commission to establish through routes over it in connection with another railroad, when both are engaged in interstate transportation and thus open the two roads to shippers as a through highway for the transportation of their merchandise, ought the Commission refuse to open it to the merchant because another farther along on the highway is able to supply the demand at distant points for the commodity in question? Ought the Commission decline to enter an order to open such a through highway because one of the carriers, without endeavoring to show that its total

revenues will be unduly diminished, does show that its revenues on the particular traffic will be materially reduced? We find no such limitation in the clause in question. Nor are such limitations consistent with the duty that carriers owe to the shipping public. Being public highways, one merchant has as much right as another to move his goods over it. And it is no answer to his demand to say that the commodity in which he deals can be supplied in sufficient quantity to meet all demands, by a merchant elsewhere on the highway. The right of one merchant to enter a distant market and compete with other merchants is a definite right which can not be denied him on the ground that other merchants can supply all demands for that commodity. Nor is the fact that the revenues of the carrier may be reduced in the manner suggested by counsel a material consideration. It may be laid down as a general rule admitting of no qualification that a manufacturer or merchant who has traffic to move and is ready to pay a reasonable rate for the service has a right to have it moved and to have reasonable rates established for the movement, regardless of the fact that the revenues of the carrier may be reduced by reason of his competition with other shippers in the distant markets."

The shippers are entitled to be on an equality so far as rates are concerned when they move their property under similar conditions. As between the petitioner and his competitors along respondents' lines, he is shipping under practically similar conditions.

The cost of production of coal in West Virginia and Pennsylvania possibly varies with such cost in Indiana, but the evidence is silent on this point.

The petitioner's coal, it is true, is produced outside of the State, but when it is placed in his bins in New Albany it is the personal property of a citizen of the State, subject to taxation the same as if it were the property of a coal operator at the mines. No substantial distinction can be made between the two owners. Each has the same kind of commodity to be carried over the same road and for the same purposes. To discriminate in favor of the Indiana mine coal would be to offend against the interstate commerce clause of the Federal Constitution, especially so if the shipment was made direct to the point of consumption within this State from the mine in West Virginia or Pennsylvania. In any event, the consumer, who ultimately pays all charges and costs, is subject to discrimination, which the law inhibits.

Section 13 of the act of March 9, 1907, prohibits railway companies from discriminating in their charges between persons, firms or corporations for services rendered or to be rendered in transporting like kinds of traffic under substantially similar circumstances and conditions; and also denounces it as unjust discrimination to give undue preference or advantage to any particular locality, or to subject any place or locality to any undue prejudice, delay or disadvantage.

After giving careful and serious consideration to the rates applying on the movement of the petitioner's commodities and the rates affecting commodities originating on respondents' lines in competition therewith,

we have arrived at the conclusion that these rates are unjust and discriminative. It will be noted that for domestic use the rates applying on respondents' line from Boonville are 40 cents for distances as great as 56 miles; that to Princeton, a distance of 68 miles, a 35 cent rate obtains; and in no instance is the rate higher than 75 cents for a distance of 94 miles; whereas the rate from New Albany west is 55 cents from 15 to 30 miles; 60 cents from 30 to 35 miles; 65 cents from 35 to 40 miles; 70 cents from 40 to 70 miles; 75 cents from 70 to 80 miles; 85 cents up to and including 106 miles. These rates should be practically equalized. The rates applying on steaming coal from the mines east should be substantially applied from New Albany west.

The rates on sand and gravel obtaining from New Albany west over respondents' lines are, in our judgment, so high that they are practically prohibitive, at least they discriminate unduly against the petitioner, and the rates applying on these commodities should be reduced to relieve this traffic of discrimination. The rates applying on the movement of sand and gravel out of Lafayette on the L. E. & W. and Monon railroads would, in the opinion of the Commission, be just and fair to apply on the product from New Albany.

An order will be made requiring the respondent line to desist from applying the rates now in effect upon petitioner's product of coal, sand and gravel, and to apply the rates above indicated.

And the order fixing the rates on carload lots of coal for steaming purposes is modified and changed to read as follows:

"Rates on pea, slack and mine-run coal, in carload lots, minimum weigh 40,000 pounds, from New Albany to points designated."

ORDER.

Come now the parties hereto and this cause being submitted to the Commission, the evidence being heard therein, arguments of counsel presented, and the Commission, being fully advised in the premises, finds:

That the rates complained of in the petition and heretofore issued and published and filed with the Commission applying on coal, sand and gravel moving westward over the respondents' lines from New Albany in carloads are excessive, unreasonable and unduly discriminative as to the petitioner and other persons similarly located.

It Is Therefore Ordered, That respondents be and are hereby notified and required to cease and desist on or before the 10th day of July, 1911, from charging, demanding, collecting or receiving for transportation of coal, sand and gravel to any points on their lines within the State of Indiana, the rate and charge now made and received for such transportation, except as otherwise specified in this order.

It Is Further Ordered, That said respondent, Southern Railway Company, be and is hereby required to establish and put in force and effect on or before the 10th day of July, 1911, rates on coal when the same is for domestic consumption not in excess of the following schedule of rates per ton on coal in carload lots from New Albany, Indiana, to the different points on said line in the State of Indiana. The minimum weight of carload of coal is fixed at 40,000 pounds, and said schedule of rates is as follows:

COAL IN CARLOAD LOTS, MINIMUM WEIGHTS 40,000 POUNDS.

From New Albany to—	Rate in Cents per Ton.
Parkwood	\$0 35
Duncan	35
Georgetown	35
Crandall	50
Mott	50
Corydon Junction	50
Ramsey	50
Depauw	50
Milltown	50
Marengo	50
Temple	55
English	55
Taswell	55
Eckerty	55
Riceville	55
Birdseye	55
Mentor	55
Kyana	55
St. Anthony	55
Bretzville	55
Huntingburg	60
Duff	60
Velpen	65
Hartwell Junction	65
Hartwell	65
Goldthwait	65
Winslow	65
Ayrshire	65
Jackson Mine	65
Aberdeen Mine	65
Oakland City	65
Francisco	65
Princeton	70
Becks	70
Lyles	70
Parkers Switch	70
East Mt. Carmel	70

Evansville Branch.

Dale	65
Lincoln City	65
Gentryville	65
Pigeon	65
Tenneson	65
DeGonia	65
DeForest	70
Chandler	70

From New Albany to—	Rate in Cents per Ton.
Stevenson	70
Smythe	70
Evansville	70

Rockport Branch.

Kercheval	65
Bradleys	65
Chrisney	65
Ritchies	65
Rock Hill	65
Rockport	65

Cannelton Branch.

Buffaloville	65
Kennedys	65
Lemars	65
Evanston	65
Troy	65
Tell City	70
Cannelton	70

French Lick Branch.

Jasper	65
DuBois	65
French Lick	65

It Is Further Ordered, That said respondent Southern Railway Company be and is hereby required to establish and put in force and effect on or before the 10th day of July, 1911, rates on coal used for steaming purposes not in excess of the following schedule of rates per ton in carload lots from New Albany, Indiana, to the different points on its said lines in said State, and the minimum weight of carload of such coal is fixed at 40,000 pounds, such schedule of rates is fixed as follows:

COAL IN CARLOAD LOTS, MINIMUM WEIGHTS 40,000 POUNDS.
(STEAM.)

From New Albany to—	Rates in Cents per Ton.
Parkwood	\$0 30
Duncan	30
Georgetown	30
Crandall	30
Mott	30
Corydon Junction	30
Ramsey	30
Depauw	30
Milltown	30
Marengo	30
Temple	40

From New Albany to—	Rates in Cents per Ton.
English	50
Taswell	50
Eckerty	50
Riceville	50
Birdseye	50
Mentor	50
Kyana	50
St. Anthony	50
Bretzville	50
Huntingburg	50
Duff	50
Velpen	55
Hartwell Junction	55
Hartwell	55
Goldthwait	55
Winslow	55
Ayrshire	55
Jackson Mine	55
Aberdeen Mine	55
Oakland City	55
Francisco	55
Princeton	55
Becks	55
Lyles	55
Parkers Switch	55
East Mt. Carmel	55

Evansville Branch.

Dale	55
Lincoln City	55
Gentryville	55
Pigeon	55
Tenneson	55
DeGonia	55
DeForest	55
Chandler	55
Stevenson	55
Smythe	55
Evansville	55

Rockport Branch.

Kercheval	55
Bradleys	55
Chrisney	55
Ritchies	55
Rock Hill	55
Rockport	55
Buffaloville	55

Cannelton Branch.

From New Albany to—	Rates in Cents per Ton.
Kennedys	55
Lamars	55
Evanston	55
Troy	55
Tell City	55
Cannelton	55

French Lick Branch.

Jasper	55
DuBois	55
French Lick	55

It Is Further Ordered, That said respondent, the Southern Railway Company, be and is hereby required to establish and put in force and effect on or before the 10th day of July, 1911, rates not in excess of the following schedule of rates per ton on sand and gravel in carload lots from New Albany, Indiana, to different points on its lines in the State of Indiana, and the minimum weights shall be 40,000 pounds per car, said rates to apply on the movement of sand and gravel for commercial and road building purposes:

SAND AND GRAVEL IN CARLOAD LOTS. MINIMUM WEIGHTS
40,000 POUNDS.

From New Albany to—	Rates in Cents per Ton.
Parkwood	\$0 30
Duncan	30
Georgetown	30
Crandall	33½
Mott	33½
Corydon Junction	33½
Ramsey	37½
DePauw	37½
Milltown	37½
Marengo	37½
Temple	41
English	41
Taswell	41
Eckerty	41
Riceville	41
Birdseye	41
Mentor	41
Kyana	48½
St. Anthony	48½
Bretzville	48½
Huntingburg	48½
Duff	48½
Velpen	48½

From New Albany to—	Rates in Cents per Ton.
Hartwell Junction	56
Hartwell	56
Goldthwait	56
Winslow	56
Ayrshire	56
Jackson Mine	56
Aberdeen Mine	56
Oakland City	56
Francisco	56
Princeton	56
Becks	62½
Lyles	62½
Parkers Switch	62½
East Mt. Carmel.....	62½

Evansville Branch.

Dale	56
Lincoln City	56
Gentryville	56
Pigeon	56
Tenneson	56
DeGonia	56
DeForest	62½
Chandler	62½
Stevenson	62½
Smythe	62½
Evansville	62½

Rockport Branch.

Kercheval	56
Bradleys	56
Chrisney	56
Ritchies	56
Rock Hill	56
Rockport	56

Cannelton Branch.

Buffaloville	56
Kennedys	56
Lamars	56
Evanston	56
Troy	56
Tell City	62½
Cannelton	62½

French Lick Branch.

Jasper	56
DuBois	56
French Lick	56

It Is Further Ordered, That the respondents are hereby required to establish and put in force and effect on or before the tenth day of July, 1911, on their lines within this State joint rates on coal not in excess of the following schedule of rates on coal for domestic use and steaming purposes respectively :

MINIMUM WEIGHT 40,000 POUNDS.

New Albany to Corydon and intermediate points between Corydon Junction and Corydon, Domestic, 50 cents; Steam, 40 cents.

It Is Further Ordered, That the Respondents be and are hereby required to establish and put in force and effect on or before the tenth day of July, 1911, joint rates not in excess of the following schedule of rates per ton on sand and gravel in carload lots from New Albany, Indiana, to different points on their lines in this State for all purposes.

MINIMUM WEIGHTS 40,000 POUNDS PER CAR.

New Albany to Corydon and intermediate points between Corydon Junction and Corydon, 40 cents.

And It Is Further Ordered, That the above and foregoing schedule of rates shall be and remain in effect on respondents' lines for a period of three years from the tenth day of July, 1911.

MODIFIED ORDER.

Comes now the respondents in the above entitled case this the twenty-ninth day of June, and file their motion for rehearing herein and same is set for hearing before the Commission on the fifth day of July, 1911, and said parties appearing by counsel, and the Commission being fully advised in the premises does now alter, modify and change the rates fixed in the order of the Commission entered on the fourteenth day of June, 1911, applying on coal, in carload lots, from New Albany westward to the points designated in said order, to the following rates:

COAL IN CARLOAD LOTS, MINIMUM WEIGHT 40,000 POUNDS.

From New Albany to—	Rate in Cents per Net Ton.
Parkwood	35
Duncan	35
Georgetown	35
Crandall	50
Mott	50
Corydon Junction	50
Ramsey	50
DePauw	55
Milltown	55
Marengo	55
Temple	55
English	60

From New Albany to—	Rates in Cents per Ton.
Taswell	60
Eckerty	60
Riceville	60
Birdseye	60
Mentor	60
Kyana	60
St. Anthony	70
Bretzville	70
Huntingburg	70
Duff	75
Velpen	75
Hartwell Junction	75
Hartwell	75
Goldthwait	75
Winslow	75
Ayrshire	75
Jackson Mine	75
Aberdeen Mine	75
Oakland City	75
Francisco	75
Princeton	75
Becks	75
Lyles	75
Parkers Switch	75
East Mt. Carmel.....	75

Evansville Branch.

Dale	75
Lincoln City	75
Gentryville	75
Pigeon	75
Tenneson	75
DeGonia	75
DeForest	75
Chandler	75
Stevenson	75
Smythe	75
Evansville	75

Rockport Branch.

Kercheval	75
Bradleys	75
Chrisney	75
Ritchies	75
Rock Hill	75
Rockport	75

Cannelton Branch.

From New Albany to—	Rates in Cents per Ton.
Buffaloville	75
Kennedys	75
Lemars	75
Evanston	75
Troy	75
Tell City	75
Cannelton	75

French Lick Branch.

Jasper	75
DuBois	75
French Lick	75

No. 445. Citizens Gas Company of Indianapolis vs. C., I. & L.
Ry. Co.

This was a petition with reference to charges made by the railroad company for weighing cars. The opinion and order are as follows:

Wood, Chairman:

The charge made for weighing or reweighing empty cars on petitioner's scales at his plant is the question in this case. Petitioner contends that inasmuch as it is the duty of the carriers to furnish correct weights, so that legal charges may be made, this can be done only by reweighing the empty cars, the stenciled weight being in most cases inaccurate.

The scale over which the petitioner has his shipments weighed is owned by him and located on his private track, operated by a weighmaster appointed by the carriers, and the scales are tested by the carriers, the petitioner paying for the service of the weighmaster and also for the testing. The charge complained of is 50 cents per car for each car weighed.

The petitioner's witness testified that out of thirty-three cars weighed during a period of twelve days, only two were stenciled the correct weight, the other thirty-one showing an aggregate discrepancy of 14,600 pounds. Of these, twenty-five were stenciled less than actual weight to the aggregate amount of 12,800 pounds, and the remaining six cars were stenciled the aggregate amount of 1,800 pounds more than actual weight. Out of ten cars weighed the stenciled weight of eight was 6,920 pounds less than the actual weight, and the other two 780 pounds more than the actual weight.

Another witness at this hearing, Mr. C. W. Mouch, of the Indiana Rolling Mill Company, New Castle, introduced a statement of empty cars weighed at his plant under similar conditions, which shows the following result:

121 cars weighed.

2 cars the stenciled weight correct.

87 cars stenciled weight less than actual to amount of 69,690 pounds. •

32 cars stenciled weight more than actual to the amount of 29,910 pounds.

The aggregate discrepancy, 119 cars, 92,600 pounds.

Overweights range from 20 to 8,100 pounds.

Underweights range from 40 to 3,840 pounds.

From what information the Commission has secured on this subject these errors seem to be general. In a petition filed with the Interstate Commerce Commission by the Grand Rapids Lumbermen's Association we find the following:

"As we have previously advised the Honorable Commission, several hundred cars weighed empty at and near Grand Rapids have developed an average variation in actual and indicated tare weight of over 1,000 pounds per car."

"The testimony of Mr. F. O. Becker, then superintendent of the Western Railway Weighing Association, before the Railroad Commission of Wisconsin, November 9, 1910, showed 1,586 cars checked weighed in one month resulting in total reduction of weight of an average of over 1,200 pounds per car."

The C., C., C. & St. L. Ry. introduced the testimony of a witness who keeps the records of weighing and reweighing cars, which was, generally, as follows:

Questioned as to the practice of the Big Four in weighing and stenciling cars, he stated that they are weighed at the plant where built, and are then weighed in twelve months. When first weighed, the weight is stenciled on the car, and when first reweighed one star is added; again weighed in twelve months and the weight is stenciled on the car, followed by two stars; again in another twelve months and followed by three stars. The stars are to indicate the number of times weighed, and the three stars indicate the final weight has been ascertained and the car is not again weighed unless it receives heavy repairs. The witness stated that this record of the weighing and reweighing indicated that about 90 per cent. of the cars decreased in weight between three and four hundred pounds per car and that he had noted very few cases where the weight increased unless heavy repairs were put on the car, and that such increases were about one hundred pounds, and very seldom over that. This related to all classes of cars excepting steel cars, which are weighed when first built and then reweighed at the end of twelve months, which weight was considered as the final weight of the car. The witness stated there is not much change in the weight of steel cars.

While this statement is at variance with the result of reweighing in actual practice, it can be accounted for by reason of the condition of weighing. No doubt when the cars are weighed by the carrier to ascertain the weight for the purpose of stenciling it upon the car, any accumulation on the car is removed and the scales over which weighed are subjected to closer surveillance and are not so likely to be inaccurate as scales generally, and further they are weighed, if not over the same

It Is Ordered, That whenever respondents, at the request of petitioner, shall reweigh empty cars on petitioner's track scales, no charge shall be made for such service if such weighing shows an error in the stencilled weight of said cars of 500 pounds or more: Provided, If the variance is less than 500 pounds the charges set out in respondents' tariffs may be made.

It Is Further Ordered, That this order shall become effective on the first day of January, 1912, and that a copy thereof shall be transmitted by the Secretary to petitioner and to each one of the respondents.

No. 446. Chicago, Terre Haute and Southeastern Railway Company. Petition to be Allowed to Charge More for the Longer than Shorter Haul.

See No. 447.

No. 447. Chicago, Terre Haute and Southeastern Railway Company. Petition to be Allowed to Charge More for the Longer than Shorter Haul.

This matter being fully heard by the Commission on the 3d day of April, 1911, the following order was made:

WHEREAS, On the tenth day of February, 1911, the Chicago, Terre Haute and Southeastern Railway Company, through its general freight agent, Hiram P. Radley, filed a petition with this Commission praying the Commission to grant it authority to transport coal from the mines on its line in the Clinton district to the city of Indianapolis by way of its own line and the C., H. & D. Railroad, connecting at West Dana to Indianapolis, notwithstanding higher rates are charged for intermediate points on said line.

WHEREAS, It appearing that notice of the pendency of said petition was duly given in the Indianapolis News on the seventeenth day of February, 1911, that said matter would be heard by the Railroad Commission of Indiana at its rooms in the State House at Indianapolis, Indiana, on the sixth day of March, 1911, at 10 o'clock a. m., at which time and place any persons interested therein might be heard. And

WHEREAS, Said cause was continued until the third day of April, 1911, and no person, firm or corporation appeared to contest or object to the establishment of said rate over said route; and

WHEREAS, Said Commission duly found from the evidence introduced before it that the establishment of said rate of 50 cents per ton on coal from the mines in the Clinton district on the Chicago, Terre Haute and Southeastern Railway to Indianapolis over said line of road and the C., H. & D. Railroad, said lines connecting at West Dana, Ind., would not prejudice or injure any person, firm or corporation intermediate between the said lines and said city of Indianapolis; and no injustice would be imposed upon persons, property or places intermediate between said points by reason thereof; wherefore,

It Is Ordered by the Commission that said Chicago, Terre Haute and Southeastern Railway Company is hereby authorized to publish and put

in effect a tariff providing a rate of 50 cents per ton upon coal transported from the mines in the Clinton district on its lines via West Dana over the C., H. & D. Railroad to Indianapolis from and after ten days following the filing of said tariff with said Commission.

By Order of the Commission.

Attest: J. L. REILEY,
Secretary.

No. 448. Mercer-Winchel Lumber Co. vs. C., I. & L. Ry. Co., and
Vandalia Railroad Company.

Petition to require respondents to put in switching rates in the city of Crawfordsville, and in this case, the following order was made:

Comes now the parties to this proceeding appearing by their attorneys, and evidence having been heretofore heard, and the Commission being fully advised:

It Is Ordered, That the petition, so far as respondent Vandalia Railroad Co. is concerned, is hereby dismissed.

It Is Further Ordered. That the respondent, The Chicago, Indianapolis and Louisville Railway Company, is hereby required to issue, publish, and file with the Commission a switching tariff of \$3.00 per carload for the movement of all commodities in carloads to and from the public team track of said respondent to its connection with the Vandalia Railroad.

The said respondent is required to apply such tariff so here ordered for two years from the fifteenth day of April, 1911, to the fifteenth day of April, 1913.

It Is Further Ordered, That such terminal or switching rate may be made effective by filing a supplement to the present terminal or switching tariffs of respondent on file with this Commission.

It Is Further Ordered, That said respondent shall not be required under this order to furnish cars for outbound traffic loaded on its line at Crawfordsville, Indiana, when the movement from the junction point is to be over the line of the Vandalia Railroad Co., but in all such cases the line which is to perform the transportation shall furnish the empty cars to the respondent at the junction point, to be taken by it to the point of loading and returned to the junction point.

It Is Further Ordered, That respondent shall not be required under this order to surrender any rights or privileges in the movement of outbound traffic from Crawfordsville, by the following provisions of Paragraph "M," Section 3 of the act approved March 9, 1907:

"Provided that any such carriers shall not be required to perform such switching service in any case where such carrier can transport the freight to destination and point of delivery with reasonable dispatch, and at the same rate as the line offering the car, and shall at the time offer the car and be prepared to perform the service."

It Is Further Ordered, That the Secretary is required to deliver a copy of this order to petitioners and respondents.

No. 449. E. J. & E. Ry. Co. Proposed Changes in Interlocker.

Matter examined by consulting engineer and plans approved, and case pending.

No. 450. Michigan Central Railroad Company vs. Board of Trustees of the Town of Dyer.

This was an appeal from an order of the town board of Dyer requiring the Michigan Central Railroad to maintain signal bell at crossing of the railroad at East street in said town. Town visited, this crossing inspected by Commissioner Payne and as recommended by him the appeal was sustained and ordinance was overruled and dismissed. (See No. 452.)

No. 451. Charles Wolf vs. G. R. & I. R. R. Co. Depot Facilities at Valentine.

This case was transferred from the A. R. docket and taken up by Commissioner McClure with the G. R. & I. R. R. with the result that adequate depot accommodations were duly installed at Valentine, and case closed.

No. 452. Appeal from Board of Trustees of the Town of Dyer, Indiana.

In this case the following opinion was rendered and order made:

McCLURE, Commissioner:

At a special meeting of the town board of Dyer, Indiana, held on February 24, 1911, the following resolution was adopted:

"Resolved by the Board of Trustees of the Town of Dyer, Lake County, Indiana, That the Michigan Central Railroad Company be and hereby is required to erect and maintain an electric gong as a warning signal to announce the approach of trains approaching from both east and west where its railroad track crosses East street, one of the streets of said town of Dyer, which is crossed by the track of said railroad within said town; said electric gong to signal by sounds of warning whenever a train is approaching and near to said crossing. Said crossing is hereby deemed dangerous, and held so to be by the board of trustees, and this resolution is passed in furtherance of the safety and protection of the public from injury by accidents at said crossing.

"Said electric gong shall be installed and in service not later than the fifteenth day of April, 1911.

"The town clerk is hereby directed to prepare a duly certified copy of this resolution and the record of its adoption, in duplicate, and to deliver the same to the town marshal at once, and the town marshal is directed to serve one copy thereof upon the freight agent of the Michigan

Central Railroad Company at its freight office in the town of Dyer by delivering such copy to said agent, instant, and to retain the other copy and return it to the clerk with his return of service endorsed thereon."

Notice of the passage of the resolution was served upon the station agent of the appellant company at Dyer, and within the time prescribed by the statute, appellant company filed notice of an appeal from the adoption of the resolution to the Railroad Commission of Indiana. The grounds of appeal as specified in the company's notice thereof are as follows:

"(1) The crossing of the Michigan Central tracks over East street in the town of Dyer is not dangerous;

"(2) There is not sufficient traffic over the crossing of the Michigan Central Railroad Company at East street to justify the installation of the electric gong;

"(3) The resolution is unreasonable."

I visited the town of Dyer and investigated the crossing of the Michigan Central tracks and East street in said town on March 11, 1911.

The tracks of the appellant company pass along the north side of the town of Dyer and the track is on a straight line in either direction from the crossing in question for more than a mile. The right of way at that point and continuously in either direction is a hundred feet wide. The line of the road is in an east and west direction at the town of Dyer. On the north side of the track there is but one dwelling and no other building that may be said to be in part of the town. It is almost a mile to any other building on the north side of the line except one dwelling east of the one above referred to, which is perhaps one-half mile from the crossing in question. The town of Dyer has a population of about two hundred. There is a grist mill located near the right of way of the appellant company immediately south of the tracks at the point of crossing in question. At a distance of about one block to the west there is an elevator located adjacent to the company's right of way, and its station is but a short distance from the elevator. East street at the point of crossing as the same extends north becomes a public highway, which has been graded and macadamized, and is one of the principal thoroughfares leading from the country into the town of Dyer. The country along the line of road is an agricultural district and is quite generally, though not densely, populated. It was learned upon inquiry that the highway and street in question accommodate considerable travel which is largely by automobile, Hammond, East Chicago and Chicago being points of destination of travel in one direction, while Crown Point, the county seat of Lake County, attracts most of the travel in the opposite direction.

The contour of the surface of the country at the point of crossing and in every direction therefrom for considerable distances is quite level, and there is no obstruction to the view of approaching trains when a traveler reaches the point of the right of way, except to the east, where at a distance of between a quarter and a half mile a tool-house to some extent obstructs the view. If this were removed a train could be seen approaching in either direction for as much as a mile. In approaching the tracks from the south the station building, which is a block to the west, would

obstruct the view in that direction of an approaching train until one arrived near the track.

The train movement over appellant's road at this point is ten trains per day, five trains in each direction. Four of the ten trains are passenger trains which stop at this point. All of the trains except two pass Dyer during the day time.

Two other lines of railway pass through Dyer, namely, the E., J. & E., which is double tracked, and the C., I. & L. The E., J. & E. parallels through Dyer the Michigan Central and is south of the former track about five or six hundred feet. This road has an electric gong installed at this crossing, but the obstructions in the way of buildings extending to the right of way and the train movement is quite heavy.

The C., I. & L. crosses the principal street passing east and west through Dyer at a point where the right of way of the company is not seriously obstructed. The train movement over the C., I. & L. reaches thirty per day.

The town marshal and a member of the board of trustees were present and advised as to the conditions surrounding the crossing and the necessities for a signal bell at this point, viewed from the standpoint of the town. No accidents were known to have occurred at this crossing, although the road had been operated at that point for many years.

The cost of installation of a signal bell would be approximately \$350, with an annual maintenance cost of \$70. It is the experience of railroad men that considerable attention must be given to signal bells in order that they may not fail in operation. This is particularly true in damp, wet weather, and even with considerable care the gongs will fail to sound the alarm when trains are passing, and in such cases the protection thus afforded is deceptive and objectionable.

The crossing is not a dangerous one by reason of obstructed vision, number of trains or their rapidity of operation at this point, nor is the volume of travel over the street at the crossing heavy, but only of such amount as would be attracted to a town of the size of Dyer, and some additional travel that passes beyond that point in either direction. It is not believed that the hazards existing at this crossing are any greater than at a country highway crossing where the same is accommodating considerable travel, and I recommend that the resolution above referred to be overruled.

ORDER.

Be It Remembered, That on the fourteenth day of February, 1911, appellant railroad company appealed from the action of the town board of the town of Dyer, Indiana, in enacting an ordinance requiring the Michigan Central Railroad Company to install and maintain a signal bell at the crossing of its road with East street in said town; that a member of the Railroad Commission of Indiana visited the town of Dyer and inspected said crossing and reported the facts concerning said crossing, with a recommendation that said ordinance enacted by the town of Dyer requiring the Michigan Central Railroad to install and maintain a signal bell at the crossing of East street with said railroad track be and is in all things hereby overruled.

No. 453. William O'Keefe vs. New York Central Railroad Company.

This case was dismissed on account of error made by petitioner; the same issues were presented and decided in No. 457, which see.

No. 454. William O'Keefe vs. L. S. & M. S. Ry. Co.

This case was dismissed on account of error made by petitioner; the same issues were presented and decided in No. 457, which see.

No. 455. Angola Brick & Tile Co. vs. L. S. & M. S. and Wabash Railroad Companies. Rates on Brick and Tile.

The same issues being involved in No. 463, which see. This case was dismissed.

No. 456. B. & O. R. R. Co. vs. C., I. & L. Interlocker at Alida.

Petition for an interlocking plant at Alida. Matter referred to consulting engineer and, on the coming in of his report, plant approved.

No. 457. William O'Keefe vs. Michigan Central Railroad Company.

This case involved the rates on crushed stone from respondent's yards in the city of South Bend to the Notre Dame switch and the Studebaker siding. The case was heard on April 11, 1911, and the following order made establishing a switching charge for the service performed instead of a road charge. Order is as follows:

The above case having been investigated by the Commission, and petitioner and respondent having been heard by counsel and witnesses, and the Commission being fully advised, upon consideration—

It Is Ordered, That respondent shall cease and desist on the first day of June, 1911, and for two years thereafter, from charging and collecting the sum of 40 cents a ton on crushed stone in carloads from respondent's yards at the Lake Shore crossing in the city of South Bend, to the Notre Dame switch, and to the Studebaker Siding, at Cheese, Ind., about three miles from South Bend on the Benton Harbor division.

And respondent having advised the Commission that it is willing to so extend its switching limits, it is further ordered that respondent's switching limits in South Bend shall be extended from the Michigan Central passenger station on the south to the cattle chutes on the north, including all side-tracks between these points; and that for switching cars of crushed stone within said switching limits for two years from and after June 1, 1911, the rate and charge shall be not exceeding \$5.00 a car.

It Is Further Ordered, That on the first day of June, 1911, and for two years thereafter, the rate to be charged and collected by respondent on crushed stone in carloads from respondent's yards in the city of South Bend to the Notre Dame switch and to the Studebaker switch at Cheese, Ind., shall be 20 cents a ton.

It Is Further Ordered, That a copy of this order shall be mailed by the Secretary to the petitioner and respondent.

No. 458. Bloomington-Bedford Stone Co. vs. Indianapolis Southern Railroad Company.

Before the hearing respondent satisfied the petition by agreeing to perform the service complained of at a switching charge of \$3.00 a car instead of 3 cents per 100 pounds as is now charged; thereupon an order was made dismissing the case and matter closed.

No. 459. James W. Fortune vs. C., C., C. & St. L. Ry. Co.

The opinion rendered and order made by Commissioner Payne are as follows:

"The above case refers to depot conditions and facilities at Jeffersonville, and about which complaint was first made to the Commission on July 7, 1910. This case was set for trial, and formally heard on April 22, 1911, Mr. Frank Littleton representing the defendant and Mr. James Fortune appearing for the city of Jeffersonville. Mr. Littleton at that time claimed that the Louisville and Jeffersonville Bridge Co. maintained the station at Jeffersonville, and that the complaint should have been directed to that company instead of the C., C., C. & St. L. Ry. Co. Mr. Moore, superintendent of the Louisville and Jeffersonville Bridge Co., was present, however, and the Commission proceeded to take evidence in this case. Since the hearing the Commission has had correspondence with Mr. Littleton on this subject, which indicated that his company was aware that conditions at Jeffersonville should be remedied, but that the C., C., C. & St. L. would like to join with the B. & O. S.-W. at that point for a joint station. There has been no complaint filed with this Commission relative to station conditions of the B. & O. S.-W. at Jeffersonville. The C., C., C. & St. L. station at that point is located on the approach of the Louisville and Jeffersonville Bridge Co., about two squares north of the Ohio River. In order to reach this station, a flight of stairs consisting of about eighty steps, or a street car must be taken. The station is small, and is not provided with separate closets for men and women, and has only one small waiting room. It is impossible to get baggage up and down these stairs without a great deal of labor and inconvenience, and from the evidence is entirely inadequate to supply the wants of the city of Jeffersonville and the contiguous territory, which consists of from 15,000 to 20,000 people. The C., C., C. & St. L. Ry. Co. also have ground in the northern part of the city where a suitable station, convenient for the public could be erected.

After careful consideration, the following order was made:

ORDER.

The evidence in the above entitled case having been heard, and the Commission being fully advised—

It Is Therefore Ordered, That within sixty days of the date of this order, the C., C., C. & St. L. Ry., begin the construction of a depot at Jeffersonville, which will be adequate for the wants of the community, and that the same be constructed within six months from the date of this order.

It Is Further Ordered, That the C., C., C. & St. L. submit plans of this station to the Railroad Commission of Indiana for its approval within the next sixty days.

No. 460. Joseph Trowbridge et al. vs. B. & O. S. W. R. R. Co.
Train Service at Georgia.

In this case, the following opinion was rendered and order made:

This is a petition filed by Joseph Trowbridge and others against the train service east out of Georgia, on the Baltimore and Ohio Southwestern Railroad Company and a request that train No. 4, east bound, due at Georgia at 7:50 a. m., stop at that point for passengers. The case was assigned for hearing May 12th, and heard in the rooms of the Commission. Mr. Joseph Trowbridge appeared for the plaintiff and Mr. C. K. Tharp, attorney, appeared for the defendant.

From the evidence introduced, the Commission concludes that the local service is adequate for the wants of the town of Georgia, but that the accommodations for through service to points to and beyond Indianapolis, Chicago, Louisville and Cincinnati are inadequate, and an order will be entered accordingly.

In the above entitled case it is ordered and directed by the Commission that within thirty days after the twenty-ninth day of May, 1911, the Baltimore and Ohio Southwestern Railroad Company stop its train No. 4, east bound, due at Georgia about 7:50 a. m., on flag to receive passengers for Indianapolis, Chicago, Louisville and Cincinnati and points beyond.

No 461. Wm. H. Etter vs. Indianapolis Southern Railroad Company. Passenger and Freight Facilities at Providence.

Pending.

No. 462. E. & T. H. R. R. Co. and Others vs. Southern Railway and Evansville & Princeton Traction Line. Interlocker at Princeton.

Plans for interlocker filed, examined by the consulting engineer of the Commission, his report approved by the Commission, and case pending.

No. 463. Angola Brick & Tile Company vs. L. S. & M. S. and Wabash Railroad Companies.

In this case the following order, showing that an agreement had been reached, was made:

WHEREAS, An agreement was reached between the petitioners and respondents herein that a joint rate should be established between the Lake Shore and the Wabash railroads whereby petitioners could ship brick and tile from Angola to points on the Wabash Railroad in Lagrange and Steuben counties within the State of Indiana, and said joint rate is established by a tariff filed with the Commission, the said petitioners file a dismissal of their petition without prejudice in words as follows:

"Come now the petitioners in said above entitled cause and move the Commission to dismiss said petition without prejudice."

WHEREFORE, In consideration of these matters, the Commission sustains said motion, and said petition is dismissed without prejudice.

No. 464. Grand Trunk Railway Company vs. C., C., C. & St. L. Ry. Co. Interlocker at Granger.

Blue prints duly filed, submitted to consulting engineer; reported by engineer, and approved by the Commission.

No. 465. Kokomo, Marion & Western Traction Company vs. L. E. & W. and P., C., C. & St. L. Ry. Cos.

On May 29, 1911, this case came on for hearing and it appearing that necessary parties have not been made respondents, the case was dismissed.

No. 466. Indianapolis & Cincinnati Traction Company vs. C., C., C. & St. L. Ry. Co. Installation of Gate at Crossing of Industrial Track of the C., C., C. & St. L. at Fairland.

This case was referred to Commissioner Payne, and the following order and modified order were made:

Comes now the Indianapolis and Cincinnati Traction Company, by Charles L. Henry, its president, and files a petition for the installation of a gate at the point of crossing of said company's line of railroad with the industrial track of the C., C., C. & St. L. Ry. Co. at Fairland, Indiana, and said industrial track is not parallel with the main track of said C., C., C. & St. L. railroad and is not regularly used by trains or cars carrying passengers, and also files blue print showing the plan of construction and operation of said gate; and when said gate is installed that said Indianapolis and Cincinnati Traction Company shall have the right to run said crossing without stopping its cars.

And the Railroad Commission of Indiana, being advised in the premises, finds that said device is suitable and sufficient to protect said

crossing, and it is therefore ordered that said gate, as shown on the blue print submitted herewith, is approved by the Commission for the purpose intended, and that the normal position of said gate shall stand at clear for the Indianapolis and Cincinnati Traction Company's cars and shall be maintained by said Indianapolis and Cincinnati Traction Company.

MODIFIED ORDER.

Comes now the I. & C. Traction Company and shows to the Commission that the device heretofore approved by the Commission to be used to protect the crossing of said company's line of road with the industrial track of the C., C., C. & St. L. Ry. Co. at Fairland, Indiana, cannot be operated successfully in accordance with the plans and blue print intended to govern the installation of said device at said point; and whereas said company submits to the Commission plans and prints to govern and control the installation of a device or gate to protect said crossing that does provide a successful method of operation of such device, and it also appearing that said plans and prints have the approval of the signal department of the C., C., C. & St. L. Ry. Co.

Therefore It Is Ordered, That the original plans and prints herein be reconsidered and set aside and the plans and prints filed of the date of June 20th, be and the same are approved as governing the installation device or gate for the protection of said crossing in the manner specified in the original order.

No. 467. Grand Rapids and Indiana Railway Company vs. Board of Trustees and Town Clerk of Lagrange.

This was an appeal from the town board requiring the railroad company to construct and maintain gates where said railroad company's tracks cross Spring street in the town of Lagrange. The following opinion was rendered and order made:

McCLURE, Commissioner:

The town of Lagrange, through its board of trustees, on the 1st day of May, 1911, passed a resolution requiring the Grand Rapids and Indiana Railway Company to construct and maintain gates where said railway company's track crosses Spring street in said town of Lagrange, the same to be opened and closed by the company's employes whenever a train or cars or locomotive engine is passing over said street. That said gates shall be of such character as is in general use in said State of Indiana by railroad companies at street crossings, and shall be installed and in service at a date not later than August 1, 1911. The resolution also declared the crossing in question to be dangerous.

The railroad company on the seventeenth day of May filed with the Railroad Commission of Indiana an appeal from the resolution above referred to. The grounds of appeal stated by the railroad company are briefly as follows:

(1) That said resolution is so uncertain and indefinite as to what is required of this Grand Rapids and Indiana Railway Company that it is

void in that said resolution does not grant and the town of Lagrange has not granted to the railway company any authority to place or maintain any posts, bars or other structures within the limits of said Spring street; that said street is sixty-six (66) feet wide, so that it is impracticable to build on private grounds of the railroad company outside of said street gates, as required by the resolution, which can be shut so as to close said street.

(2) That the view of the railroad track north of the Spring street crossing when approaching it along and upon Spring street from either direction is unobstructed; and that the view of such track toward the south is unobstructed when approaching it along Spring street from the east for a distance in both instances; that the crossing is not more dangerous without gates than it would be if gates should be installed and operated; that the only serious obstructions to the view of the crossing when approaching it on said highway from the west is an old warehouse building at the southwest angle of intersection of Spring street and the railroad right of way, which building stands and has long stood in and upon Walnut street, a public street in said town of Lagrange, to its full width of thirty-six feet at the north and adjoining Spring street, and to its full length of eighty-five feet along the east part of said Walnut street, and which now unlawfully stands in said street, by sufferance of the town board of Lagrange; and that said town board, by performing its public duty and causing said obstruction to be removed out of Walnut street, can make said crossing safe without gates to a degree far greater than would or could be accomplished by gates as commanded by the resolution.

(3) That the town of Lagrange is an incorporated town of less than 1,000 inhabitants, of which the business district and more than four-fifths of the population live west of the company's railroad tracks and not more than one-fifth live east thereof.

(4) That said town of Lagrange has no large manufacturing establishments, but is the center of a farming community and has only two railroads, one of which does an interurban business and extends only from the town of Angola, a distance of forty miles, to the village of Middlebury, and crosses the town of Lagrange from the east toward the west about one-half mile north of said crossing.

(5) That said resolution assumes to require the maintenance and operation of gates at the Spring street crossing throughout the entire twenty-four hours; whereas, no passenger trains are run over said crossing which do not first stop at the passenger depot immediately north of said crossing and within one hundred feet from it between the hours of 5:57 p. m. and 3:54 a. m. of each day.

(6) Said crossing is manifestly not dangerous during the hours of the night when travel on the street ceases and when the railroad company runs no trains over the crossing without stopping, and the resolution declaring the crossing dangerous and ordering gates throughout the hours of the night and from 6:00 p. m. until 6:00 a. m. of the next day is unreasonable and void.

(7) That while Spring street leads from the business district of the town of Lagrange to the railroad depot, and is paved with brick from

said business district to the west side of the railroad track, a distance of two squares, it is not paved eastward therefrom, and extends eastward from the railroad crossing only a distance of two squares to Canal street, which crosses it, running toward the north, and thence extends eastward two squares to the door-yard of S. K. Ruick; but that there is no street or highway opened for travel toward the south from said Spring street east of said tracks, and no street or highway except the said Canal street open for travel from Spring street toward the north at any point east of said tracks, and no street or highway open toward the east from the point where said Spring street ends at Mr. Ruick's door-yard.

(8) That the chief travel over and across Spring street crossing is by persons going to and from the ball park and to and from the railroad freight depot; that neither said ball park nor said freight depot is open nor can either be visited from the hour of 6:00 p. m. each day until after the hour of 6:00 a. m. the next morning, and travel across the railroad track at said Spring street crossing almost wholly ceases throughout each night between said hours.

(9) That Spring street does not open out upon any highway running east or south except a few short by-streets that end in cul de sacs, and does not open toward the north except over a single traveled street which runs into and communicates at the distance of one square north with Michigan street, which also leads directly into the business part of the town, and by which the paved streets can be reached in as short a distance as they can by turning off to Spring street.

(10) That Michigan street extends only about four squares east from said crossing in the town of Lagrange and thence out into the country a distance of only about a mile and a half, where it intersects a north and south road.

(11) That said crossing is located a very short distance, to wit, 100 feet, south of this company's railroad depot, and that nearly all trains passing through the town of Lagrange stop at said depot.

(12) That said town of Lagrange has electric light furnished to it only until the hour of 12:00 p. m., and that substantially all the business establishments therein are usually closed at or before 9:00 o'clock p. m., and that after said hour there is very little, if any, travel over said crossing at night; and that said business and travel does not recommence before 6:00 o'clock in the morning; and that between the hours of 9:00 o'clock p. m. and 6:00 o'clock a. m. on each night there is no danger in the use of said crossing in its present condition.

(13) That no business of manufacturing, hauling or driving for business purposes passes over said crossing between the hours of 6:00 p. m. and 6:00 a. m. of each night; and substantially all the driving upon, over and across said crossing is done between 6:00 o'clock a. m. and 6:00 o'clock p. m. at all times.

(14) That travel over said crossing almost entirely ceases at 6:00 p. m. on each day and does not recommence until 7:00 a. m. the next morning, and a resolution requiring gates to be operated throughout the entire night is unreasonable.

As required by the statute, on behalf of the Commission, I visited the crossing in question on the nineteenth of May.

The crossing in question is located immediately south of the depot grounds of the railway company. Spring street is a paved street with brick from the business center of the town to the west side of the crossing in question; it is sixty-six feet wide, and the principal obstruction is located in the southwest angle of the intersection of said street by said railway, which consists of an old warehouse standing between the railroad track and Walnut street in said town. That a portion of said building is located in said Walnut street, and it was shown that said building would be moved and that action had already been taken to bring about that result. The town of Lagrange has a population of approximately 1,800, the major portion of which, probably four-fifths, is located west of the railroad tracks which pass through the town in a north and south direction. All the business portion is located west of the tracks except the freight house of the railroad company and some coal sheds.

In crossing the tracks on the street in question when coming from the east sufficient clearance is had in order to see the approach of cars or trains in either direction except when the freight cars should be left standing upon the siding on the east side of the track. In crossing the tracks from the west, the obstruction of the old warehouse referred to is sufficient to obscure the view of the track from the south until quite near the rails, the removal of which and the location of the siding on the west side of the track in such manner as to leave the cars some distance from the street would permit a view of cars and trains approaching from the south for a sufficient distance to avoid collisions upon the crossing.

Passenger trains, unless it be through excursions, all stop at this point and necessarily proceed at slow speed when passing over this crossing. The time-table shows fifteen trains daily scheduled at Lagrange. Frequently these trains are run in sections and sometimes extra trains are run. At this time the train movement is lighter than at other seasons of the year. In January the regular movement of trains at this point was twenty-five per day. The trains in the main pass Lagrange in the daytime. There are two trains between 3:00 and 4:00 o'clock in the morning, one at 9:48 and one at 10:15 p. m.

The principal travel over Spring street in said town with vehicles originates most largely in the country, and this travel is almost wholly between the hours of sunrise and sunset and is very largely occasioned by farmers hauling grain to the warehouse located on Walnut street just south of Spring street.

Spring street extends but two squares east of the crossing in question, and there is very little travel east of the railroad originating upon this street that has occasion to use the crossing in question in passing to the business section of the town.

The resolution passed by the town board requires gates to be operated when trains, cars or engines may be passing over the street. This would necessitate the maintenance of gatemen at this point during all hours of the day and night, particularly so at such periods of the year when the train movement is heavy, and also during that portion of the year when the movement is light, which is in the summer time, on account of the

fact that frequent excursion trains are run over this road to points in Michigan.

The operation of the gates during the hours of the night under the conditions of travel over this street would be unnecessary and would impose upon the railroad company a useless burden in maintaining a gate-man during such hours.

The crossing in question is not wholly without danger, due to the fact that temporary obstructions in the way of box cars are permitted at times to remain upon the siding upon either side of the street, and the fact that switching is done across the street on the east side of the main track; and as an evidence of the dangerous condition of the crossing, not long since a man was struck while attempting to drive over the crossing and killed. Except for the unusual requirement of operation of the gates during all hours of the day and night the ordinance would meet the approval of the Commission.

In view of the unnecessary rigor of the resolution and the fact that the railroad company assigns as a ground of appeal the requirement of the resolution to operate the gates at all hours of the day and night as unreasonable, it is recommended that the ordinance be overruled for such reason and that an order be entered to that effect.

ORDER.

WHEREAS, The board of trustees of the town of Lagrange did on the first day of May, 1911, enact a resolution requiring the G. R. & I. Ry. Co. to construct and maintain gates where said railway company's tracks cross Spring street in said town of Lagrange, the same to be opened and closed by the company's employes whenever a train or cars or locomotive engine is passing over said street; and that said gates shall be installed and in service at a date not later than August 1, 1911, and declaring the crossing in question to be dangerous; and

WHEREAS, Said railway company on the seventeenth day of May filed with the Railroad Commission of Indiana an appeal from the resolution above referred to; and

WHEREAS, As a ground of appeal the railway company alleges that the town of Lagrange has no large manufacturing establishments, and that there is no hauling or driving for business purposes passing over said crossing between the hours of 6:00 p. m. and 6:00 a. m. of each night, and that substantially all the travel over and across said crossing is done between the hours of 6:00 a. m. and 6:00 p. m. at all times; and also, that said crossing is manifestly not dangerous during the hours of the night when travel on the street ceases and when the railway company runs no trains over the crossing without stopping, and the resolution declaring the crossing dangerous and ordering gates throughout the hours of the night, and from 6:00 p. m. until 6:00 a. m. of the next day is unreasonable and void; and

WHEREAS, A member of the Railroad Commission of Indiana visited said crossing, as required by the statute, and inspected the same, and reported to the Commission recommending that said ordinance be overruled on the grounds pending on appeal by said railway company as above set out; and,

WHEREAS, Said Commission approved said report.

It Is Therefore Ordered, That the ordinance of the town of Lagrange requiring the Grand Rapids and Indiana Railway Company to install and maintain gates at the crossing of Spring street in said town by said railway company be and the same is hereby overruled.

No. 468. Grand Rapids and Indiana Railway Company vs. Board of Trustees and the Town Clerk of Lagrange.

Appeal from resolution ordering the construction and maintenance of gates at Michigan street crossing in said town. In this case the following opinion was rendered and order made:

McCLURE, *Commissioner*:

On May 1, 1911, the board of trustees of the town of Lagrange adopted the following resolution:

"Be It Resolved by the board of trustees of the town of Lagrange, Indiana, That the following railroad crossing in the town of Lagrange, Indiana, to wit: Where the track of the Grand Rapids and Indiana Railway Company crosses Michigan street in the town of Lagrange, Indiana, is considered and deemed to be dangerous and held to be so by the board of trustees of the town of Lagrange, Indiana.

"Be It Further Resolved by the board of trustees of the town of Lagrange, Indiana, That the Grand Rapids and Indiana Railway Company be and hereby is required to erect, construct and maintain proper gates where its said railroad track crosses said Michigan street in said town of Lagrange, Indiana, to be opened and closed by its, said railway company's, employes whenever a train or cars or locomotive engine is passing over said street. That said gates shall be of such character as is in general use in said State of Indiana by railroad companies at street crossings, and shall be installed and in service at a date not later than August 1, 1911."

Within the time prescribed by the statute the railway company took an appeal to the Railroad Commission of Indiana from the action of the town board in the adoption of said resolution, and assigned a number of grounds of appeal, which are as follows:

(1) That said resolution is so uncertain and indefinite as to what is required of this Grand Rapids and Indiana Railway Company that it is void in that said resolution does not grant and the town of Lagrange has not granted to this company any authority to place or maintain any posts, bars or other structures within the limits of said Michigan street; that many gates at railroad crossings are constructed with large posts set in the street outside of the sidewalk line from which bars are made to project which are raised or lowered to open and shut the passageway; and the gates in use by railroad companies at street crossings in Indiana are of many kinds and constructed in many ways; and that said street is sixty-six feet wide, so that it is impracticable to build on the private grounds of this railroad outside of said street gates, as commanded by said resolution, which can be shut so as to close said street.

(2) That the town of Lagrange is an incorporated town of less than

1,800 inhabitants, of which the business district and more than four-fifths of the population live west of this company's railroad tracks and not more than one-fifth live east thereof.

(3) That said town of Lagrange has no large manufacturing establishments, but is in the center of a farming community and has only two railroads, one of which does an interurban business and extends only from the town of Angola, a distance of forty miles, to the village of Middlebury, and crosses the town of Lagrange from the east toward the west about one-half mile north of said crossing.

(4) That Michigan street extends only about four squares east from said crossing in the town of Lagrange and thence out into the country a distance of about one mile and a half, where it intersects a north and south road, and that the principal travel from the town of Lagrange to the north and northeast, and the east and southeast parts of the county cross this company's railroad tracks at other highway crossings.

(5) That said resolution assumes to require the maintenance and operation of gates at the Michigan street crossing throughout the entire twenty-four hours, whereas no trains are run over said crossing which do not first stop at the passenger depot immediately south of said crossing and within two hundred feet from it between the hours of 9:45 p. m. and 10:10 p. m. of each day.

(6) Said crossing is manifestly not dangerous during the hours of the night when travel on the street ceases and when the railroad company runs no trains over the crossing without stopping, and the resolution declaring the crossing dangerous and ordering gates throughout the hours of the night and from 6:00 p. m. until 6:00 a. m. of the next day is unreasonable and void.

(7) That said crossing is located a very short distance, to wit, 200 feet north of this company's railroad depot, and that nearly all trains passing through the town of Lagrange stop at said depot.

(8) That the said town of Lagrange has electric light furnished to it only until the hour of 12:00 p. m., and that substantially all the business establishments therein are usually closed at or before 9:00 o'clock p. m., and that after said hour there is very little, if any, travel over said crossing at night; and that said business and travel does not recommence before 6:00 o'clock in the morning; and that between the hours of 9:00 o'clock p. m. and 6:00 o'clock a. m. of the next day on each night there is no danger in the use of said crossing in its present condition.

(9) That no business of manufacturing, hauling or driving for business purposes passes over said crossing between the hours of 6:00 p. m. and 6:00 a. m. of each night; and substantially all the driving upon, over and across said crossing is done between 6:00 o'clock a. m. and 6:00 o'clock p. m. at all times.

(10) That travel over said crossing almost entirely ceases at 6:00 p. m. on each day and does not recommence until 7:00 a. m. the next morning, and a resolution requiring gates to be operated throughout the entire night is unreasonable.

(11) That said crossing is of such a location and character as that the street and railroad tracks and said crossing have existed for more than eighteen years in their present location and the surroundings have

existed in their present condition for more than eighteen years and no injury to person or property by a collision between a vehicle or traveler and a train on said railroad has ever occurred at said crossing.

On the nineteenth of May I visited the town of Lagrange and inspected the crossing in question.

Michigan street is one of the principal thoroughfares of the city of Lagrange, crossing the G. R. & I. railroad tracks one square north of Spring street and about two hundred feet north of the passenger station on said road. In approaching said crossing from the east there is no substantial obstruction to the view along the track of said railroad. In approaching the same from the west an old warehouse is in the southwest angle of the street and railroad intersection that obstructs the view to the west to a considerable extent; that in the northwest angle of the intersection of the street and railroad is located a water-works plant that is an obstruction to the approach of trains from the north. Michigan street extends eastward several squares, where it enters a country highway that extends eastward into the rural districts of the county of Lagrange. The street accommodates travel to and from the country in easterly and northeasterly directions, and the larger per cent. of travel over this crossing is what may be regarded as country travel to and from the town of Lagrange, although there is some travel in light vehicles passing over the crossing that is of an urban character.

The movement of practically all passenger trains at this point is slow, as the station is located between Michigan street and the next parallel street south thereof.

It is probable that the warehouse in the southwest angle will not long remain as an obstruction to the view of trains from the south, as the same is unoccupied and scarcely in a condition for future use.

The town of Lagrange has a population of approximately 1,800, and possibly one-fifth is located east of the crossing in question. The entire business district of the town and approximately four-fifths of the population is west of the line of the G. R. & I. railroad which passes through the town.

At this time there are approximately sixteen trains daily over the G. R. & I. railroad. The most of these trains pass this point during the daylight. There are two trains between 3:00 and 4:00 in the morning and two between 9:00 and 10:00 at night. The travel by means of vehicles ceases during the early hours of the evening and is not resumed before 7:00 o'clock in the morning. There would be no necessity for the operation of gates at this crossing during the hours of the night.

By the terms of the resolution the company is required to maintain and operate the gates at all hours of the day and night when trains, cars or locomotives are passing over the crossing.

During certain seasons of the year the traffic upon this line of road is heavier than at others, it being shown that in the month of January the movement is as great as twenty-five trains per day. In the summer season excursion trains are run frequently over this line of road to points in Michigan, and such trains frequently pass this point during the hours of the night, and even though there would be intervals of several hours

during the night when no train would pass through Lagrange, the company would be required to maintain gatemen in order that the gates might be operated at such times as the resolution stipulates. The requirement that the company maintain gatemen over a period of practically twelve hours without any real or substantial reason is an unreasonable requirement and such a regulation should not be enforced against the company.

While the crossing is in a measure dangerous and some reasonable protection might justly be required, yet the requirements of the resolution in this instance exceed a just and reasonable degree of protection at the hands of the company. The proper limitation of the operation of the gates at this crossing to the hours of travel and consequent danger would relieve it of serious objection.

Inasmuch as the sixth ground of appeal alleges that the crossing is manifestly not dangerous during the hours of the night when travel on the street ceases and when the railroad company runs no trains over the crossing without stopping, and the resolution declaring the crossing dangerous and ordering gates throughout the hours of the night from 6:00 p. m. until 6:00 a. m. of the next day is unreasonable and void, is sustained by the facts surrounding the case. It is therefore recommended that the resolution of the board of trustees of the town of Lagrange requiring the G. R. & I. Railway Company to maintain gates at Michigan street crossing in said town be overruled and an order be entered accordingly.

ORDER.

WHEREAS, The board of trustees of the town of Lagrange did on the first day of May, 1911, enact a resolution requiring the Grand Rapids and Indiana Railway Company to construct and maintain gates where said railway company's tracks cross Michigan street in said town of Lagrange, the same to be opened and closed by the company's employes whenever a train or cars or locomotive engine is passing over said street; and that said gates shall be installed and in service at a date not later than August 1, 1911, and declaring the crossing in question to be dangerous; and

WHEREAS, Said railway company, on the seventeenth day of May, filed with the Railroad Commission of Indiana an appeal from the resolution above referred to; and

WHEREAS, As a ground of appeal the railway company alleges that the town of Lagrange has no large manufacturing establishments, and that there is no hauling or driving for business purposes passing over said crossing between the hours of 6:00 p. m. and 6:00 a. m. of each night, and that substantially all the travel over and across said crossing is done between the hours of 6:00 a. m. and 6:00 p. m. at all times; and also, that said crossing is manifestly not dangerous during the hours of the night when travel on the street ceases and when the railway company runs no trains over the crossing without stopping, and the resolution declaring the crossing dangerous and ordering gates throughout the hours of the night, and from 6:00 p. m. until 6:00 a. m. of the next day, is unreasonable and void; and

WHEREAS, A member of the Railroad Commission of Indiana visited said crossing as required by the statute, and inspected the same, and

reported to the Commission recommending that said ordinance be overruled on the grounds pending on appeal by said railway company as above set out; and

WHEREAS, Said Commission approved said report—

It Is Therefore Ordered, That the ordinance of the town of Lagrange requiring the Grand Rapids and Indiana Railway Company to install and maintain gates at the crossing of Michigan street in said town by said railway company be and the same is hereby overruled.

No. 469. Block Signals on the C., I. & L. Ry. Co.

In this matter said railroad company having filed its plans and specifications for an automatic block system on its line from Hammond to Indianapolis, the Commission approved the same.

No. 470. City of Jeffersonville, Indiana, vs. C., C., C. & St. L. Ry. Co. and Louisville & Jeffersonville Bridge Co. Station Facilities.

This was a petition for depot facilities in the city of Jeffersonville. The case was heard by the Commission, order made, and a petition for rehearing filed, rehearing granted, and case pending.

No. 471. Lower Vein Coal Company, In the Matter of Constructing Coal Tipples Within Sufficient Clearance.

May 18, 1911, petition filed and heard by the Commission, and order made allowing construction of coal tipple within sufficient clearance to the extent that the Commission being advised that such construction was not dangerous to trainmen statutory penalties would not be enforced.

No. 472. In the Matter of Constructing Coal Tipples by O. S. Richardson, at Brazil.

Order in this case similar to order made in the above case.

No. 473. Baltimore & Ohio Railroad Company. Application to Approve Clearances.

Case pending.

No. 474. Albert Cottingham et al. vs. Cincinnati, Lawrenceburg and Aurora Electric Street Railroad Company. Train Service and Station Facilities at Valley Junction.

This matter was taken up by the Commission in an earnest effort to get better facilities, but being unable to do so by negotia-

tion, and it being shown that the matter affected the movements of trains from the State of Indiana into the State of Ohio over which the Commission had no jurisdiction, the case was dismissed.

No. 475. J. C. Mitchell et al. vs. C., C., C. & St. L. Ry. Co.

In this case the following opinion was rendered, and case dismissed:

McCLUBE, Commissioner:

In this case the petitioners allege that the respondent company does not maintain a depot at Emporia, a village located in Madison County on the Michigan Division of the C., C., C. & St. L. Ry.

The evidence disclosed the following state of facts: The company operates four passenger trains daily over the portion of the line known as the Southern Extension of the Michigan Division of the respondent's line, and on which is located the station in question. Three of the trains stop on flag only. Considerable live stock is shipped to and from this point, and all cars must be ordered from Markleville, the nearest station, which is located two miles south of Emporia. No station building is maintained nor is there any provision made to take care of LCL freight. During the past year milk has been shipped in cars from Emporia principally to Indianapolis, and no loading platform is provided for this business. The shipper is required to be present and assist in loading each shipment. Passengers desiring to take trains at this point must flag the trains themselves in order to secure passage. The village has a population of eighty-one, but a rural territory three by six miles is served by the railroad at this point.

The revenues derived by the company at this point for the twelve months ending June 1, 1911, are as follows:

Freight outbound, 131 cars, revenue.....	\$3,014 68
Freight inbound, revenue	267 75
LCL freight inbound, revenue.....	113 58
LCL freight outbound, revenue.....	2 00
Milk, revenue	135 21

Total	<u>\$3,533 22</u>
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The construction of a station building would cost approximately from \$1,000 to \$1,200 and the salary of an agent would be from \$40 to \$50 per month.

The revenue to be credited to the Michigan Division is but a portion of the sum above stated, as nearly all of the stock shipped goes to Chicago or points east, the major portion of this revenue goes to connecting lines.

Superintendent Blizzard was requested to propose improved facilities at this point, and I am advised that the company will employ Mr. Hoel, a merchant whose store is located adjacent to the right of way and near the siding at that point, to permit his store room to be used by passengers as a waiting-room; that he will flag all trains and will take care of LCL

freight at that point; that a box car will be provided to house the freight; that telephone service will be maintained to order cars through Markleville station and to advise passengers of the arrival of trains; that stock pens will be properly maintained, and a loading track to facilitate the handling of milk and cans will be provided.

This will be a substantial improvement in facilities at this point, and is a substantial compliance with the demands of the patrons of the company at that point. I therefore recommend that upon providing the additional facilities above enumerated the petition herein be dismissed.

No. 476. In the Matter of Increased Minimum Charge on Single Packages or Small Lots of Freight, Said Increase Being Made in Supplement No. 5 to Official Classification No. 37 I. R. C., No. O. C. 37, in Rules 15-B and 15-C of Said Supplement.

In this case the following opinion was rendered and order made:

Wood, Chairman:

On the nineteenth day of May, 1911, Supplement No. 5 to Official Classification No. 37 was filed with this Commission, increasing among other things the minimum rates on freight on the railroads in this State, generally from 25 cents to 35 cents for each single package. No previous advice of this general increase in the rate on all small packages of freight was given to the Commission; no conference was had with the Commission with reference to it; and no reason was given by the Official Classification Committee, or by the carriers, nor has any reason been given since for making this general increase in the rate on the movement of small packages of freight in this State.

In accordance with the Railroad Commission Act, which devolves on this Commission the duty to supervise all railroad tariffs, that abuse and extortions in freight rates may be prevented, and in the exercise of the power conferred by Chapter 186 of the Acts of 1911, approved March 4, 1911, conferring upon this Commission the power to suspend schedules filed with us for new individual or joint classifications, we made an order on the second day of June, 1911, suspending the effective date of said Supplement No. 5, so far as rules 15-b and 15-c were concerned, to July 31, 1911. At the same time we set this matter down for hearing on the twenty-ninth day of June, 1911. Afterwards, on the application of a committee of the carriers interested in this proceeding, we postponed the hearing from June 29 to July 31, 1911; and, still further on, we made an order postponing the effective date of said Supplement No. 5, so far as rules 15-b and 15-c are concerned, to August 28, 1911.

After making said order of June 2, instituting this proceeding, we have been from time to time importuned by letters and telegrams and long distance telephone messages from the Official Classification Committee in New York City, to be allowed to withdraw said Supplement No. 5. This we declined to do. Afterwards, and often, we have been importuned by general freight agents, traffic managers, and counsel of the railroad com-

panies, to be allowed to withdraw Supplement No. 5 and to abate this hearing. The reason generally given for these requests, is that the Interstate Commerce Commission has taken jurisdiction of this matter so far as interstate rates are concerned, and has postponed the effective date of said Supplement No. 5 to Official Classification No. 37, so far as the same is involved in this proceeding, to October 15, 1911.

The hearing of this matter was duly taken up at 10 a. m., July 31st. The carriers appeared by a committee consisting of Samuel O. Pickens, Edw. Barton and F. L. Littleton, attorneys, and filed a paper stating that inasmuch as the carriers had filed a supplement re-establishing a rate of 25 cents, that this Commission was therefore without jurisdiction and had no power to proceed further in this matter. The Commission overruled this plea and thereupon the committee withdrew without further showing.

In the consideration of these urgent requests to withdraw this supplement, and of the insistence of the carriers to be allowed to file here additional supplements re-establishing temporarily or for a longer time, at their option, the rate of 25 cents per hundred pounds on single packages, no reason has been given to the Commission to show that it may not so understand and comprehend the matters involved in this proceeding affecting the movement of traffic in this State, as will enable it to come to a correct conclusion as to whether or not the carriers should be permitted to make this advance in freight rates. Nor has it been shown to us, indeed, that there may not be even such differences in the conditions in this State as would differentiate them from conditions in other States in the wide territory affected by official classification, bounded by Canada on the north, by the Mississippi River on the west, the Atlantic Ocean on the east and the Ohio and Potomac rivers on the south. In this territory one-fourth of the railroad mileage of the United States is contained, and approximately 50 per cent. of the total operating income of the carriers is made. When the extent of the region affected, and the tremendous amount of business that is done, are considered, it is probable that the varying conditions of a territory so large, of a business so great and comprehensive, might require the application of different rates, and, indeed, as a matter of fact, different commodity rates, and such rates control by far the larger amount of traffic, are made in the different States and regions comprised in this area, which includes agricultural and mechanical and commercial products and many concerns of many different degrees of conduct, of efficiency, and of success.

If the action of the carriers in withdrawing the cancellation supplement or in demanding that, as a matter of right, they could file an additional supplement cancelling the former supplement is based upon the legal proposition that the State Commission of Indiana has no right to use or to make a rate that may affect interstate rates, then we have to say in the outset, that we do not feel bound by the judgment of the court in the Minnesota case. We believe that this case will not be affirmed by the Supreme Court of the United States, and we shall follow the opinion of the United States Circuit Court for the Eastern District of Kentucky in the case of the Louisville and Nashville Railroad Co. vs. Interstate Commission, heard by Judges Warrington, Sanford and Denison, in which the opinion was rendered on the ninth day of January, 1911, and in which the

court held that Congress did not intend by the Interstate Commerce Acts to prescribe that interstate rates should hereafter operate not merely as interstate rates, but as intrastate rates. "To say," said the court, "that Congress so meant, is to ascribe to that body the purpose to take over to itself the whole rate making power, both Federal and State" (186 Federal Report on page 176). Since we have jurisdiction, and have assumed it, we do not feel at liberty to release our control of this important question directly affecting so many interests in this State.

In this investigation the burden of proof is on the carriers. Failing, as they have done to afford any light to the Commission to guide it, indeed, to make any proof whatever, we would be justified in following the well-known rule, that established rates which have been long in existence shall not be disturbed. We might stop here; but since there seems to be concerted and persistent effort to make advances in rates, we shall state frankly our impression with reference to these advances. Is it not worthy of consideration, too, that this constant pressure upwards of rates all along the line, and as to every charge, great or small, that might be affected, may have just as damaging an effect on business conditions as what the companies complain of in restrictive legislation, and in reductions of rates made by regulative bodies? And shall not the public, the shipper, and the consumer, have his day in Commission, said by Judge Lane of the Interstate Commerce Commission to be their "one and only resort against injustice," to complain that the entire burden of rates is unscientific in itself and is to be made heavier instead of lighter, even when the volume of business of railways is continually greater?

This view of the transportation question, it seems to us, has not been given due weight. The number of carriers has not increased but has decreased by means of combinations and consolidations. A half dozen great railway systems control all of the traffic of this vast country, the wealthiest in the world, and this transportation has heretofore been notoriously done, not to enhance the prosperity of the country, but to make colossal fortunes for a few men, and this small coterie of men control all of the transportation of the public, all the highways of the country, and have become so wealthy out of their direct and incidental profits that no association of men without their consent can secure enough money to build any competing trunk lines of railroad in this country. Hence all traffic thus monopolized is done by them and the economic rule is of direct application, namely: "Expenses increase as traffic increases, but by no means in the same proportion." "Therefore, the heavier the traffic the lower, profits remaining equal, need be the rate." "As the traffic increases, the average rate goes down, and as the rate goes down the traffic increases." (Ackworth's Elements of Railway Economics.) So it is fair and right to conclude as we did in the express cases: "The carrier is entitled, indeed, to fair returns, but when these have been accounted for, as population and traffic increases, and as the cost per unit of traffic necessarily decreases, the public is justly entitled to some portion of these earnings in reduced rates." (Third Annual Report, Indiana Railroad Commission, page 136.) If, however, general increases are to be constantly made and allowed, this universal rule of business and prosperity will be reversed.

But can it be, as was suggested at this hearing, that some expert, some person who has the fear of reduced dividends on watered stock in his mind, has devised the cunning and unscrupulous plan to raise rates or attempt to raise them, that the consumers who pay them, instead of insisting on fair reductions, may have continually to fight unfair and unwise increases?

In a general way, we may state briefly some facts which justify the above observations. The freight tonnage of 1907 was larger than ever before. From 1896 to 1909 railroad tonnage in this country increased more than 100 per cent., and so also, the net earnings and the amount paid in dividends was larger in the year 1910 than ever before, and we learn from Poor's Manual that the assets of the railways of the United States increased for 1910 more than 7 per cent.; gross earnings 11 per cent., and net earnings 7.85 per cent. It is true that we have unofficial information going to show that for the year 1911 there will be a slight decrease of operating revenues, probably not amounting to more than one-tenth of 1 per cent. over 1910, and that expenses have increased much more rapidly than usual during this period, but these exceptional facts do not derogate from the general principle or general tendency mentioned above. The country is growing faster and faster in population and business. The carriers provide and have provided heavier rails and engines, and larger cars to do this increased business, and efficiency will have its results. There may, indeed, be a permanent advance in wages and some advance in the price of material, but all of this will be taken care of by the cumulative increase of business, and much more than the necessary amount to pay fair dividends on proper valuations will still remain. Part of this sum at least is the prosperity fund of the country, arising from an excess in the transportation tax, to be accounted for in reduced rates by public agents and servants, who are permitted by the Government to collect this toll on these public highways. And so the State is charged with the duty of restraining such misappropriation, for which a stronger term might well be used, as the Indiana law enacts, "to correct abuses and to prevent extortion."

Additional facts strikingly illustrate the unjust accumulation of earnings by failing to reduce rates. The Pennsylvania Company has admitted "that since 1887 it has put into the Pennsylvania Lines east of Pittsburgh, in addition to paying its stockholders splendid dividends, in improvements and betterments, \$262,000,000 taken from earnings."

"The Lake Shore and Michigan Southern, as early as 1901, owned a majority of the capital stock of its competitor, the New York, Chicago and St. Louis R. R. Co., a majority of the capital stock of its connection, the Pittsburgh and Lake Erie R. R. Co., almost one-half of the capital stock of the Lake Erie and Western R. R. Co., and \$11,224,000 of the capital stock of the C., C., C. & St. L., besides smaller holdings in other companies. These stocks had been acquired in addition to dividends of not less than 6 per cent. for many years out of net earnings. During the year 1902 it purchased, apparently out of surplus, \$4,728,200 of the capital stock of the Indiana, Illinois and Iowa R. R. Co., the entire capital being \$5,000,000."

"This company, after paying 7 per cent. dividend to its stockholders, has a surplus each year sufficient to buy the control of a very considerable railroad." (9 Interstate Commerce Report, 382, 417.)

In attempting to ascertain without the assistance of the companies, such facts as will aid in this investigation, some interesting and instructive figures are presented, which will indicate with great certainty the cost of moving in this State small packages of freight. We have extracted from the annual reports of the railroads to this Commission for 1910, the following statement:

Railroads.	Average Receipt per Ton per Mile.	Ratio of Oper- ating Expense to Operating Revenue.
B. & O.....	.00621%	66.91%
Central Indiana00891%	102.66%
C. & E. I.....	.00464%	67.77%
C., I. & L.....	.00744%	65.58%
C. & E.....	.00432%	79.27%
C., C., C. & St. L.....	.00539%	72.39%
C., I. & S.....	.00427%	66.78%
C., H. & D.....	.00718%	79.83%
C., C. & L.....	.00573%	93.50%
E. & T. H. and E. & J.....	.00961%	61.63%
G. T. W.....	.00569%	78.39%
G. R. & I.....	.00624%	77.46%
I. C.01186%	69.81%
I. S.00641%	74.77%
L. & N.....	.00776%	60.43%
L. E. & W.....	.00658%	73.44%
L. S. & M. S.....	.00515%	62.83%
M. C.00699%	72.67%
N. Y. C. & St. L.....	.00505%	64.91%
P., C., C. & St. L.....	.00612%	70.94%
Pennsylvania00563%	69.31%
P. & E.....	.00572%	69.45%
P. M.00654%	51.94%
Southern00719%	85.46%
S. I.00757%	65.54%
.....	.00499%	63.24%
.....	.00624%	74.34%
	<hr/>	<hr/>
	.00649%	71.89%

It is easily ascertained from this statement that the highest expense per ton per mile for moving freight in Indiana is incurred by the Central Indiana R. R. Co., and amounts to .009147. The lowest expense per ton per mile is paid by the C., I. & S. R. R. Co., and amounts to .00427. The average receipts per ton per mile for the State are .00649. The average rate of operating expenses per ton per mile is 71.89 per cent. The highest cost per ton per mile being, as said above, .009146, in order to illustrate plainly what we have found, we will assume that the cost per ton per

mile for moving freight in this State, instead of being the average, .00649, or instead of being the highest, which is .009146, is exactly .01, or 1 cent per ton per mile. In the litigation in the Vandalia case at the hearing before the Master, W. C. Downing, Superintendent of the Vandalia R. R., testified that if all of the traffic of his railroad had been handled on the basis of local freight, meaning freight handled "over the platform," the expense would have been increased 14.6 per cent.; adding this increase, 14.6, to the assumed expense, as stated above, of 1 cent per ton per mile, we would have a cost per ton per mile of .01146, or for 100 miles \$1.146, or dividing this amount by 20, would give us the expense of hauling a hundred pounds, instead of 2,000 pounds, 100 miles, namely, .0573. Now if we add the terminal charges, which we found in this litigation to be not more than 3.5 cents for moving 100 pounds of freight "over the platforms" and placing the same in the car, and placing the car in the train in the assembling yards ready to be pulled, and 3.5 cents terminal charges at the points where the merchandise was delivered, then we have the total cost of this service, including receiving, handling, hauling to yards and delivery, of .07 plus the cost of transportation, as found above of .0573, or a total of .1273. Now then, this amount, .1273 subtracted from .25, the minimum charge, shows a profit of 100 per cent.

But if it costs .1273 to haul 100 pounds 100 miles, what would it cost to carry 50 pounds 50 miles, 25 pounds 25 miles, or 10 pounds 10 miles? What is the average weight and the average haul of these minimum charge shipments? We have demonstrated a profit of 100 per cent. on a haul of a hundred pounds 100 miles, how much greater percentum of profit accrues to the carriers on the general or average movement of package freight at the minimum charge? We can not tell, although it must be the fact that this average profit is far greater than the profit on the 100 pound 100 mile shipment.

It will also be noted that by the tariffs of the companies where the first-class rate for the distance is applicable, and where such rate exceeds the 25-cent minimum, the charge for such package freight is higher than 25 cents. In such cases, of course, the profit is higher than in the illustration given above. It seems to be absurd to put this first-class rate still higher by increasing the minimum charge, particularly as such advances have been disallowed by the Interstate Commerce Commission.

The matter of the expense of handling and transporting platform freight has been discussed before this Commission so often and the statement submitted by the Vandalia Railroad Company in one of these cases, which was worked out by actual and careful examination of the billing and of expense accounts, was done in such complete detail, that there can hardly be two opinions as to the maximum cost of such business. Both to this Commission and, as we understand, to the Federal Court, in the case of Schnull & Company v. Vandalia R. R. Co., the following statement was made by Mr. Sauer, the statistician of said Vandalia Railroad Company:

ST. LOUIS DIVISION OF THE VANDALIA RAILROAD.

STATEMENT SHOWING ESTIMATED COST PER TON FOR HANDLING PLATFORM
FREIGHT AT INDIANAPOLIS FREIGHT STATION, CALENDAR YEAR 1905.

Total cars in and out of Indianapolis in passenger trains	37,415
Total cars in and out of Indianapolis in freight trains	145,998
Per cents,: passenger, 20.4; freight, 79.6.	
Estimate of cars per day in and out of freight house.....	42
(Inbound, 13; outbound, 24; east bound, 5.)	
Per year	12,852

Per cent. of freight house cars of total cars.....	8.8
Engines and crews working in yard, 6 day, 4 night, total.....	10
Hours per day by all engines, work.....	104
Average hours per day per engine.....	10.4
Hours worked per day by freight house engine	10
Required for freight house switching, $\frac{1}{2}$ eng. per day, hours.....	7.5
Per cent. of engine hours required for freight house switching of total	6.2
Miles of track in Indianapolis Terminal Division—	
First main	2.8
Second main	2.24
Siding	16.4
Dividing cost for maintenance of main track on car basis and charging cost of maintenance of sidings to freight the per cent. of passenger cost was found to be 5.1; freight, 94.9.	
Total tons of freight handled over platform during the year 1905	58,866
Average tons per car, 4.6.	
Expense bills issued	95,131
Way bills issued	68,400

Cost per Ton.	Total Cost.	Cost per Ton.
Office force	\$16,709 90	\$0.28.4
Platform force	13,850 45	.23.5
Total	\$30,560 35	\$0.51.9

Cost Per Ton for Additional Expenses—

Account.	Total Charge.	Basis of Division.	Frts. House Proportions.
M. of W. & S. except I. P. & S. .	\$19,565 06	8.8% of 94.9%	\$1,633 91
M. of E. Loco. repairs.....	16,932 10	6.2% of 79.6%	846 60
Depreciation	5,082 01	6.2% of 79.6%	254 10
C. T. Superintendence	2,692 39	8.8% of 79.6%	189 46
Station Supplies	587 91	100%	587 91
Yard Supervision Rec. Clks.....	1,302 10	8.8%	114 58
Yard Supervision Other	12,213 28	8.8% of 79.6%	859 76
Yardmen	24,421 37	8.8% of 79.6%	1,719 25
Yard Eng. and Firemen	13,826 31	8.8% of 79.6%	973 36
Yard Loco. Fuel	18,712 77	8.8% of 79.6%	1,317 36
Engine-house Men	3,326 52	8.8% of 79.6%	232 85

Account.	Total Charge.	Basis of Division.	Frt. House Proportions.
Fuel Sta. Operation	\$2,177 72	8.8% of 79.6%	\$152 44
Loco. Water Supply.....	980 43	8.8% of 79.6%	68 63
Loco. Stores	577 13	8.8% of 79.6%	40 40
Loco. Other Supplies	622 21	8.8% of 79.6%	43 55
Policemen	22,770 67	8.8% of 79.6%	193 24
Interest on Engines	4,155 64	6.2% of 79.6%	207 78
Taxes, \$7,000.00-\$212.13	149 10	100%	149 10
Total			\$9,584 28

Per Ton 16.2 cts. Add. 51.9 cts. Total cost per ton 68.1 cts.

Counting repairs, depreciation and interest at 6.2% of 94.9% and eleven items as 8.8% of 94.9% the total additional expenses for freight house proportion will equal \$10,899.22, which is equivalent to an average cost of 18.5 cents per ton, to which add 51.9 cents, equals total cost, 70.4 cents.

If reference is made to the expense of office force in Mr. Sauer's statement, it will be noted that the same is in dispute, and it would appear from evidence submitted to us that only 20 per cent. of the expense of the office force should be charged against platform freight, instead of 100 per cent. shown in the statement, and if only 20 per cent. is properly charged against platform freight, it would reduce the cost of hauling such platform freight, to 47.7 cents per ton, making the terminal charge about 2.5 cents per cwt. instead of 3.5 per cwt. Our calculations, however, are based on the cost shown by the statement itself of 3.5 cents per cwt. as the average terminal charge.

It might be claimed that the figures referred to are taken from the business of a period too far back to be used in this investigation. We are able, however, to bring this examination down to a recent period, namely, the year 1910. During that year the cases of Indianapolis Freight Bureau vs. C., C., C. & St. L. Ry. and C., H. & D. R. R., and the case of Schnull & Co. vs. the C., C., C. & St. L. Railroad Co. were heard by this Commission, and Judge John G. Williams, a railroad man of experience, ability and learning, was introduced as a witness. He had been general manager of the Vandalia Railroad Co., and is now its chief counsel, and had given much of his time and attention to matters of cost and revenue connected with the business of that company. He states so clearly the cost of this business, and how he arrived at it, that we quote from his testimony as follows:

"In order to arrive at the basis of any idea of how much you ought to be paid you have got to go at it in the same way as a merchant does, how much does it cost me to do that, so I can know what I should get for it?"

"With regard to the terminal cost, you can take the amount paid your employes and the amount of work you do and you can distribute that so as to find what work is done for this very work. You can very near determine and distribute it on a sensible approximation as to what it costs you. I have done that with reference to

out of Indianapolis tended to show that a large amount would be exacted by this increase.

Mr. E. C. Merritt of the Indianapolis Abattoir Company, testified that they had numerous customers who would order six times in one week, that averaging six months of their business of shipments less than 100 pounds out of Indianapolis, showed that it included 450 such shipments each month, and that each one of these shipments would be affected 10 cents. Mr. Merritt also complained that if the minimum were increased in this State under Official Classification, while west there is Illinois classification and south there is Southern classification which have not increased the minimum charge, their business would be seriously interfered with.

The Kiefer Drug Co. show that their firm will average about 900 minimum rate shipments each month, estimate made from a careful checking for thirty days.

Mr. J. V. Zartman, Secretary of the Indiana Manufacturers' and Shippers' Association, stated that in the northern part of the State jobbing interests, and especially grocery companies, bread and baking companies, and confectioneries, were vitally interested in this increase in freight. He mentioned one baking company who make 27 shipments each day on the minimum rate.

Mr. W. M. Young, representing the Nordyke & Marmon Co., testified that they received a very large number of small shipments coming from other points that would be governed by this increase; that he had attended classification committee meetings at Chicago and Detroit for the last five years, and that he believes there has never been an advance so distasteful to shippers as this except the general horizontal rate advance.

M. J. Keavy, Commissioner Indianapolis Freight Bureau, called attention to the discrimination that would result to Indiana shippers by reason of the difference in Illinois Classification and Official Classification if this increase were permitted. He mentioned Danville, Ill., as an illustration, saying: "It is 85 miles from Indianapolis, 123 miles from Chicago; our minimum, which our shippers would have to pay is raised 10 cents, the Illinois competitor Chicago, Peoria, and also St. Louis, would continue the 25 cent minimum." Mr. Keavy, examined as a rate expert by the Commission, was of the opinion that this raise would have a tremendous effect, and that it would furnish grounds for the most positive objections and protests from our distributing houses here and other points in Indiana, and would be highly prejudicial to their business.

Our investigation shows further that the following Indianapolis firms and their customers will be affected by the proposed increase:

Firms.	Per Month.
Indianapolis Book and Stationery Co.....	40
Acme, Evans Company, per year.....	300
Mooney-Mueller Drug Co.....	847
Hamilton-Harris & Co.	500 to 600
Kipp Bros. & Co.	150
E. C. Atkins & Co.	115
The I. F. Darmody Co.	485
Crane Co.	682

It seems clear to us from what we have been able to gather together on this subject that this advance ought not to be allowed.

First. There is nothing to indicate to us that 25 cents is not fully remunerative. It looks like another way of bringing about a general increase in rates, although the general advance heretofore made was disallowed by the Interstate Commerce Commission for reasons that could not be controverted.

Second. A great hardship would be incurred by the small merchant or receiver of freight, who, on account of lack of capital or other reasons, is unable to carry a large stock of goods, and orders in small quantities as required. This is now his only means of transporting such things as he may need at a fair price, the express companies' rates being out of the question.

Third. The minimum charge is really the charge for 100 pounds at first-class rate, but in no case less than 25 cents. This advance will affect a great many shipments other than those on which the minimum charge is 25 cents. For instance, take a shipment where the first-class rate is 30 cents, which would be the minimum charge; advance the minimum and there would be an advance in the rate of 5 cents.

Fourth. No reason is given for this advance.

Fifth. It appears to be unscientific in itself.

For the reasons just above given, and for those stated in the opinion, the Commission has decided to disallow and cancel the proposed increase, and an order to this effect will be entered accordingly.

In the above case, the Commission having heretofore suspended the effective date of said supplement so far as rules 15-b and 15-c were concerned, and having given due and reasonable notice to all of the carriers doing intrastate business in this State, and having given a full hearing of the matters involved herein, and having carefully investigated the same, upon consideration:

It Is Ordered, That said supplement so far as rules 15-b and 15-c are concerned is hereby canceled and annulled.

It Is Further Ordered, That rules 15-b and 15-c, Official Classification No. 37, I. R. C. No. OC-37, are hereby re-established as the proper classification of minimum charges on single packages or small lots of freight in this State where the movement and entire transportation is from one point in this State to another point in this State. This order to take effect on the 26th day of August, 1911, and to remain in force for five years from the date thereof.

It Is Further Ordered, That the Secretary transmit a copy of this order to all of the carriers who are made parties to this proceeding.

No. 477. Southern Railway Company. Petition to Charge Less for Longer than Shorter Haul.

This was a petition asking permission to charge 6 cents per 100 pounds on logs in carload lots from Corydon to Tell City, notwithstanding a higher rate is maintained to and from intermediate points. Publication was made in the Evansville Courier, Evans-

ville Journal-News and Corydon Democrat, and no objection having been filed, final order was made for the lower rate for the long haul.

No. 478. Kokomo, Marion and Western Traction Company vs. C., T. H. & S. E. Ry. Co. et al.

This case involved manufacturers' rates on coal, and the following opinion was rendered and order made:

McCLUBE, *Commissioner*:

The petitioner alleges that it is a corporation engaged in operating an electric street and interurban railway, and an electric lighting plant in the city of Kokomo, Howard County, this State, and is a large consumer of coal, which is necessary to be transported to its place of business over the lines of respondent companies; that each of the respondent carriers, viz., the C., T. H. & S. E., Vandalia, C., C., C. & St. L., Central Indiana, I. S., E. & T. H., L. E. & W. and P., C., C. & St. L., has given and is charging for manufacturing purposes in said city of Kokomo, for the transportation of coal, a rate of sixty-five cents per ton from the Indiana mines to said city, and that said carriers are charging the petitioner for such transportation the sum of seventy-five cents per ton, thereby discriminating against this petitioner. Prayer that said transportation charges be investigated and that such order be made as shall be deemed proper under the Acts of 1907 and Acts of 1911, p. 460.

It was developed at the hearing of this case that the petitioner operates an interurban line of railroad between Kokomo and Marion and the street railway in Kokomo, also an electric light plant in said city. The petitioner also produces and sells electric current. Industrial concerns located in the city of Kokomo are customers of the petitioner in that they use electric current produced by the petitioner as motive power in the operation of manufacturing plants.

The amount of coal consumed by the petitioner at its power-house located at Kokomo for the year 1909 was 16,647 tons, or an average of 46 tons per day; for the year 1910 it was 19,322 tons, or an average of 53½ tons per day. The total output of electrical current for the year 1909 was 5,090,531 K. W. H. The amount of current supplied to manufacturing plants for the year 1909 was 773,797 K. W. H., or 14.4% of the total output of current. For the year 1910 the current measured in watts was 5,894,458 K. W. H., and of this 27.6% was furnished to manufacturing plants. It was also shown that thirty-four factories were furnished electric current by the petitioner and the estimated *in* and *outbound* tonnage to and from them carried by the railroads was 256,354 tons for the year 1910. The manufacturing plants producing an outbound freight tonnage have the benefit of the sixty-five cent., or manufacturer's rate, while the petitioner pays the seventy-five cent or steaming rate. Electric current can be measured by means of meters as accurately as steam or gas, and its cost as accurately computed.

In 1905, when natural gas ceased to be produced in sufficient quantities to supply manufacturing interests in what is known as the Gas Belt

territory of the State, a serious question arose as to the continued maintenance of such business. The carriers were desirous that manufacturing continue in that territory. In consequence thereof a lower rate was established on coal used in manufacturing plants producing an outbound tonnage than for other purposes. Three rates were established: for manufacturing purposes a 50-cent, and later a 60-cent rate, and now a 65-cent rate is in effect; for steaming purposes, a 75-cent rate; and for domestic purposes an 85-cent rate. Steaming coal was such as was used in electric light, water-works, street car and flouring-mill plants. The latter was not given the lowest rate for the reason that they had existed in this territory prior to the discovery and use of natural gas, and would not remove.

The Commission investigated the apparent discrimination in favor of the concerns enjoying the low rate. The question was thoroughly considered and exhaustive opinions were rendered in which the Commission upheld the action of the carriers in making the low rate on the ground that the "milling in transit" principle applied, and also upon the broad ground of public policy. It was found by the Commission that the 60-cent rate was unremunerative.

In 1907 the Legislature passed what is known as the Shipper's Bill, Acts 1907, p. 434. Among other things, Section 13 of this act provides as follows:

"And it shall be lawful for such carriers, after obtaining the permission of the Railroad Commission of Indiana so to do, in the making of such rates, to provide for the transportation of coal to be used for manufacturing purposes and steaming purposes, at a reasonably less rate than the rates which such carriers may provide for the transportation of coal to be used solely for domestic consumption. Upon application therefor, as provided in this act and the rules of the Railroad Commission of Indiana, promulgated in accordance with this act; every such carrier having such mines on its line shall furnish cars for transportation of coal to any such point in this State on or off its line in accordance with such rates so published, and every such originating and connecting carrier shall promptly receive and transport such coal as provided in this act."

Since the enactment in question the carriers have made different rates on coal to the same points dependent entirely upon its use at destination and the preferential tariffs filed by the companies governing the rates upon this commodity have received the sanction of the Commission.

The purpose of this provision of the statute was to give to carriers the right to encourage the development of manufacturing on their lines as well as to induce a continuation of such business already established, particularly where the failure of a cheaper fuel, like natural gas, had rendered further operation hazardous.

The petitioner insists that it is entitled to the same rate as the manufacturers receive, because it is engaged in manufacturing, that of producing an electric current. The traction company that produces electrical current to propel its cars is not engaged in manufacturing a product for transportation, as is contemplated by the statute authorizing the preferential rate. The product thus generated is used to operate rail-

roads that compete with the carriers that transport the coal to the power stations, but when the electricity generated is used in propelling machinery used in manufacturing an outbound product, an entirely different condition arises, one that increases the business of the steam carrier and makes more certain its revenue. It is therefore clear from the history of these rates in this State and the statute authorizing the same that the petitioner is not entitled to the manufacturer's rate on all the coal used by it in generating electricity. The petitioner by means of dynamos propelled by steam generates electricity which is capable of being transmitted from place to place, and when properly applied to suitable machinery becomes a convenient and efficient motive power and is successfully used in the operation of manufacturing plants. The coal that is consumed in the generation of electrical energy or power used in the operation of a manufacturing plant which produces an outbound tonnage should be transported at the same cost as if the coal was carried directly to the factory and there used under its boilers to generate steam for power purposes. If the company operating a manufacturing plant producing a product to be transported by railroad were to equip itself with machinery and appliances to produce electricity sufficient to operate its factory it would certainly be entitled to the manufacturer's rate. As between the carrier and shipper we cannot distinguish between the concern that generates its own electricity and the company that generates the same kind of power when used for the same purpose.

In this case there is a degree of complexity in that more than two-thirds of the coal used by the petitioner is consumed in the production of electricity that is used in propelling its cars and developing power that is not used to operate manufacturing machinery. However, it is possible to measure the total current produced and the amount consumed in each enterprise supplied. As we have seen, in 1909, 14.4 per cent. of the petitioner's electrical output was used as power in manufacturing. In 1910, 27.6 per cent. of it was so used. The petitioner is entitled to the manufacturer's rate on that per cent. of all the coal used by it in producing electrical current that the per cent. of its electrical current used in operating manufacturing plants producing an outbound tonnage bears to its entire electrical output.

This will require the petitioner to keep an accurate account of each day's production of electrical current and the amount furnished each consumer, including the amount used in its own operations; and the companies carrying coal shall be entitled to a verified statement of the daily production and use of the current at the end of each three months, and the petitioner shall be entitled to a rebate upon that portion of the coal transported from the mines in Indiana to its power station at Kokomo, Indiana, that it consumed in producing electrical power used to operate manufacturing plants, and an order will be entered to that effect.

ORDER.

The Commission, having heard the evidence in the above entitled cause and being fully advised—

It Is Therefore Ordered, That on and after the first day of January, 1912, the petitioner shall have the manufacturer's rate on that portion of its coal used in generating electrical current that is used to operate

manufacturing plants having an outbound tonnage, and in order to ascertain the amount of coal used by petitioner to generate electric current for manufacturing purposes, the petitioner shall by proper electric meters measure its total production of current daily, and likewise the current used each day in operating manufacturing plants, and that per cent. of the total amount of coal consumed in generating electricity that the amount of electric current used for manufacturing purposes bears to the total amount generated shall be the amount of coal the petitioner shall be entitled to have carried at the manufacturers' rate.

It Is Further Ordered, That the petitioner shall pay the rate applying on steaming coal as the same is delivered or in accordance with usage, and at the end of each three months the petitioner shall submit to the carrier a verified statement showing the amount of electric current produced and the amount furnished manufacturing plants and the amount in tons of coal delivered by the carrier and consumed by it in producing such current. The carriers shall be allowed to inspect and read the meters used by the petitioner in measuring the electric current produced at its power plant in Kokomo, Indiana, and the respondents carrying such coal shall rebate to the petitioner such sums as will reduce the rate on the coal used to generate the electric current for manufacturing to the manufacturer's rate.

It Is Further Ordered, That this order shall be and remain in effect for five years, and shall apply only to the movements of coal originating and carried wholly within the State of Indiana.

No. 479. James M. Coffey vs. Southern Railway Company.

This case involved the freight rates on cinders, and on June 29, 1911, the following order was made:

ORDER.

The above case coming on to be heard and it being shown to the Commission that the respondent has agreed to apply the Central Freight Association scale in the transportation of cinders on its line and this rate being satisfactory to the petitioner and to the Commission, upon consideration—

It Is Ordered, That a tariff covering shipments of cinders as above stated may be filed with the clerk of the Commission on this day and that same shall become effective upon filing.

It Is Further Ordered, That upon filing of said tariff the above case shall be dismissed.

No. 480. Application of the Western Gas Construction Co. to Use Platform, etc., Without Maintaining Statutory Clearances.

In this case the following report and order was made:

McCLURE, *Commissioner*:

The Western Gas Construction Company maintains its plant in the city of Ft. Wayne, and the company files an application to be permitted

to maintain its platform along its switch-track, also an unloading beam at its boiler shop and truss at new iron storehouse at the present clearance, which is less than twenty-one feet. Subsequently to the filing of the application Chief Inspector Scott was directed to visit the company's plant, which he did on May 31st. and went over and made inspection of the same, particularly the points that do not have the clearance provided by the statute. It is shown that the platform is the same height as the floor of a flat-car and comes close to the car on both sides, the platform being upon either side of the track; the clearance being at nearly all points about five inches, makes the track in effect a depressed track. The platform has been in existence for a number of years, and the switching from this plant is done during the day, and it is not actually necessary for switchmen to go between the cars when working at this point. The company advises that when they repair the platform it will be moved back in order to provide the seven-foot clearance.

The overhead obstructions are less than twenty-one feet, and might be operated by putting up a warning device in the way of danglers suspended over the track to warn trainmen of the approach to a low overhead.

Nevertheless, these obstructions are inhibited by the statute, and where injury arises to trainmen by reason of the maintenance of such obstructions, the injured party is not held accountable for contributory negligence resulting in his injury, nor is he charged with the assumption of the risk in performing his duties at the point of such obstruction. The granting of the petition would relieve the petitioner from responsibility imposed by the statute. This, the Commission does not care to do, and if he does not afford the proper statutory clearance, and an injury results by reason of his failure to do so, he must alone assume the responsibility.

The application to maintain the obstructions referred to in the petition herein is denied for the reasons stated.

ORDER.

The Commission having inspected the application of the petitioner herein to be relieved of the duty of making certain clearances in and about his premises which are specifically referred to in the petition, and having referred the matter to its chief inspector, and having had his report therein, and being fully advised in the premises, denies the petition and dismisses the same.

No. 481. W. Turpin et al. vs. C., H. & D. Ry. and C., I. & L. Ry. Co's.

The petition alleged that the respondent companies did not maintain an adequate station at Roachdale. It developed upon investigation that the station building at Roachdale serving the two companies is located in the southeast angle of the crossing of the two lines; that it was a frame building containing an office, a waiting room, two baggage rooms and an LCL freight room; that the

ground upon which it is located is lower than adjacent ground, and the drainage about the building was not good; that the platforms were in bad repair, but that the size of the building was ample to take care of the business done at that point. The station is the property of the C., H. & D. Ry. Co. and the C., I. & L. Ry. Co. is a tenant of the former company in the matter of depot facilities. It was agreed by the C., H. & D. Ry. Co. that the building should be raised eighteen inches; arrangements made whereby LCL freight transferred from one line to another should go through the building, and not on the platform about the building, thus obscuring the view of passengers when coming from or going to trains; that the building should be repaired and put in serviceable condition, and the Commission authorized the company to make the repairs, and the petition was dismissed.

No. 482. City of Jeffersonville vs. B. & O. S. W. R. R. Co. Train Facilities at Jeffersonville.

In this case the following opinion was rendered and order made:

PAYNE, *Commissioner*:

OPINION.

This was a complaint filed by the city of Jeffersonville against the Baltimore and Ohio Southwestern Railroad Company, alleging that insufficient train service was provided out of the city of Jeffersonville. This matter was taken up by the Commission with Mr. Hagerty, superintendent of the B. & O. S-W. R. R. Co., who advised, on June 22, 1911, that he would take the matter up with Mayor James E. Burke of Jeffersonville, and make such arrangement as would satisfy the wants of the town. On June 29th the Commission was advised by James W. Fortune, city attorney of Jeffersonville, that the complaint having been satisfactorily adjusted that the same be dismissed, and an order will be accordingly made.

ORDER.

In the above entitled cause, the respondent having adjusted the complaint to the satisfaction of the petitioner and the petitioner having so advised the Commission—

It Is Therefore Ordered, That the same be and is hereby dismissed.

No. 483. Charles R. Milford et al. vs. Wabash Railroad Company.

In this case which involved train service between Covington and Attica, Indiana, on 3d day of July, 1911, the following order was made:

"The above case coming on to be heard and it appearing that respondent railroad company, as suggested by the Commission, will re-

schedule the time of its trains between Attica and Covington, so that No. 34 will leave Covington at about 10:50 a. m., and this schedule being satisfactory to the petitioner and to the traveling public, and it further appearing that said company will hereafter so conduct its business that trains Nos. 34, 35, 36 and 37 between Attica and Covington will run on schedule time, upon consideration—

It Is Ordered, That on making and filing with this Commission of said new schedule, this case may be dismissed.

It Is Further Ordered, That a copy of this order shall be transmitted to petitioner and respondent.

No. 484. Ex Parte Indiana Union Traction Company. Crossing Gates.

The Indiana Union Traction Company filed an application with the Commission for the approval of gates installed at the crossing of its line over the industrial tracks of steam railroads at Day's Crossing (Fort Benjamin Harrison), Ingalls, Yorktown, C., B. & C. crossing south of Bluffton, Paper Mill siding, Alexandria; Soldiers' Home, Marion; West Side Park line, Muncie; Brick Yard siding, Muncie; Indiana Wire Company siding, Muncie; C. & O. siding, Muncie; north of Montpelier, Irondale siding, Anderson-Middletown line. The Commission directed its chief inspector to examine each of these crossings. The chief inspector advised that a four-lens light be installed on each gate so that the light would indicate the gate closed or open for the approaching train on either of the traction lines on siding. The company has not as yet reported the installation of the four-lens lights as required by the Commission, and case is still pending.

No. 485. C., T. H. & S. E. Ry. Co. Block Signals.

Case pending.

No. 486. John W. Ratcliffe et al. vs. Vandalia Railroad Company.
Petition for New Depot at Macksville, Indiana.

In the above matter the Commission, on July 3d, made an order requiring the construction of a new depot at Macksville, and time for the construction of the same was extended, but on October 30, 1911, plans and blue prints were filed; on October 31st they were approved, and respondent given ninety days within which to construct and finish the depot, and case closed.

No. 487. In the Matter of Passenger and Freight Station at Lucerne, Indiana, on Vandalia Railroad.

In this case on June 24, 1911, the following order was made:

The Commission on this day, June 24, 1911, having before it the application of the Vandalia Railroad Company, asking approval of the proposed passenger and freight station at Lucerne, Indiana, together with a blue print, showing the plans and design for the same, upon consideration—

It Is Ordered, That the same is hereby approved.

No. 488. In the Matter of a Petition of the Central Indiana Railway Company to be Relieved From Installing Block Signals.

In this case the following order was made:

In the above matter, said company having complied with Circular No. 75 of the Commission, and the Block Signal Inspector having reported to the Commission that conditions on their line do not require block signaling, upon consideration—

It Is Ordered, That said company is hereby relieved of installing block signals on their line.

It Is Further Ordered, That the Secretary transmit a copy of this order to said railroad company.

No. 489. In the Matter of Petition of the New Jersey, Indiana and Illinois Railroad Company, to be Relieved from Installing Block Signals.

On the first day of July, 1911, the following order was made:

The above case being before the Commission, and said company having complied with our Circular No. 75, and it being shown that there is but one engine and one crew in the regular train service on this line, upon consideration—

It Is Ordered, That the New Jersey, Indiana and Illinois Railroad Company are hereby relieved from installing block signals on their railroad.

It Is Further Ordered, That the Secretary transmit a copy of this order to said railroad company.

No 490. In the Matter of Block Signals on the Syracuse & Milford Railroad Company.

On the first day of July, 1911, the following order was made in this case:

The above case being before the Commission, and said company in compliance with our Circular No. 75 having made report to the Commis-

sion of conditions affecting block signaling on its road, and the Block Signal Inspector having reported to the Commission that said road does not require block signals, upon consideration—

It Is Ordered, That the Syracuse and Milford Railroad Co. are hereby relieved from installing block signals on its line of railroad.

It Is Further Ordered, That the Secretary transmit a copy of this order to said railroad company.

No. 491. Kentucky and Indiana Terminal Railroad Co. Block Signals.

Case pending.

No. 492. Wabash Railroad Company. Block Signals.

Case pending.

No. 493. Louisville and Nashville Railroad Company. Block Signals.

Case pending.

No. 494. Baltimore and Ohio Terminal Company. Block Signals.

Case pending.

No. 495. In the Matter of Local Merchandise Rates of the Express Companies Doing Business in the State of Indiana.

In the above case the Commission having determined to investigate express rates in this State, made, on July 6, 1911, the following order:

WHEREAS, The Railroad Commission of Indiana is of the opinion that the local merchandise rates of the express companies doing business in this State, that is to say, the rates of said express companies on a single line from one point in this State to another point in this State, are excessive and unjust and in violation of the laws of this State; therefore

It Is Now Ordered by the Commission, That an investigation of said rates shall be made by the Commission.

It Is Further Ordered, That all the express companies doing business in the State of Indiana be and are hereby made parties to this proceeding.

It Is Further Ordered, That a hearing shall be held at Room No. 83, State House, on the 2d day of August, 1911, and shall continue until it is disposed of, and that the Secretary of the Commission cause a certified copy of this order to be served on said express companies twenty days before the date set for such hearing.

This order was duly served on the express companies. In order to arrive at a correct conclusion as to express rates, the Commission secured

the services of the Louisville Mutual Audit Company, and E. W. Farnham, the express expert of that company, was sent by the Commission to New York City under an agreement of the American Express Company that it furnish all the clerks necessary to extract from the general billing and business of the express company the local business done in the State of Indiana, the other companies, in the meantime, proceeding to make a similar statement for their companies by experts and clerks employed by them in order to complete the work. The case, which had been set down for hearing on October 10th, was postponed to October 25th, and meanwhile said Louisville Audit Company made full report to the Commission with blue print exhibits showing the results of its work. On October 25th the Commission commenced its hearing, assisted by Korbly and New, attorneys employed by it, and the express companies being represented by the following persons:

American Express Company, and National.—Baker & Daniels, attorneys; T. B. Harrison, Jr., counsel; E. E. Bush, assistant general traffic manager.

Adams Express Company.—Baker & Daniels, attorneys; T. B. Harrison, Jr., counsel; W. W. Glenn, auditor.

Southern Express Company.—Baker & Daniels, attorneys; J. D. Patterson, Jr., counsel.

Wells-Fargo & Company Express.—C. W. Stockton, counsel; Richard Burr, comptroller; Geo. S. Lee, traffic manager.

United States Express Company.—B. P. Kerfoot, counsel; N. T. Jones, superintendent of traffic; John L. Tate, general auditor.

The hearing continued for three days, and at the time of the hearing it was agreed that copies of the record should be forwarded to the attorneys for the express companies, giving them time to file briefs. This was done, and the Commission being fully advised after a full, laborious and expert investigation, made the following order:

In the above case it appears that twenty days' notice of the purpose of the Commission to make this investigation was duly given to the American Express Company, National Express Company, Adams Express Company, United States Express Company, Wells, Fargo & Company Express Company and Southern Express Company, and it further appears that said carriers have become respondents hereto by appearing at the hearing by their counsel and duly authorized representatives and that this matter was fully heard, investigated and understood; thereupon the Commission now finds that the local merchandise rates of said express companies on single express lines from one point in this State to another point in this State are excessive and unjust and in violation of the laws of this State. And the Commission having determined that just, undiscriminative and nonprejudicial rates are as set out hereafter in the schedule attached hereto.

It Is Hereby Ordered, That on and after the 15th day of March, 1912, said express companies shall cease and desist from charging the rates now charged by them so far as they conflict with this order.

It Is Further Ordered, That said respondents shall hereafter charge and collect on and after said 15th day of March, 1912, and for the period

of five years thereafter the rates set out hereinafter in the schedule attached hereto and that meanwhile said carriers shall make, publish and file tariffs in conformity with this order.

It Is Further Ordered, That the schedule of rates referred to above and hereby made part of this order is in words and figures as follows:

MAXIMUM LOCAL MERCHANDISE EXPRESS RATES.

		<i>Rates in Cts. per 100 Lbs</i>
<i>For Distances—</i>		
30 miles and under.....		40
60 miles and over 30 miles.....		50
90 miles and over 60 miles.....		60
120 miles and over 90 miles.....		75
150 miles and over 120 miles.....		90
180 miles and over 150 miles.....		100
195 miles and over 180 miles.....		110
250 miles and over 195 miles.....		125
310 miles and over 250 miles.....		140
340 miles and over 310 miles.....		150
370 miles and over 340 miles.....		160
400 miles and over 370 miles.....		175

TABLE OF MAXIMUM GRADUATED CHARGES IN CENTS. TO BE USED IN CONNECTION WITH AND AS PART OF ABOVE SCHEDULE OF LOCAL MERCHANDISE EXPRESS RATES.

PACKAGES WEIGH- ING		When Local Merchandise Rate in Cents per One Hundred Pounds is											
		40	50	60	75	90	100	110	125	140	150	160	175
1	Not over 2 lbs.	25	25	25	25	25	25	25	25	25	25	25	25
	Over and Not Over.												
2	3 lbs.	25	25	25	25	25	25	25	25	30	30	35	35
3	5 lbs.	25	25	25	25	25	25	30	30	35	35	40	40
5	7 lbs.	25	25	25	25	25	30	35	40	40	45	50	50
7	10 lbs.	25	25	25	25	30	35	40	40	45	50	50	55
10	15 lbs.	25	25	25	30	30	35	40	45	50	55	60	60
15	20 lbs.	25	25	25	30	35	40	45	50	55	60	65	65
20	25 lbs.	25	25	30	35	40	45	50	55	60	65	70	75
25	30 lbs.	25	25	30	35	45	50	50	60	65	70	75	80
30	35 lbs.	25	30	30	40	45	50	55	65	70	80	85	85
35	40 lbs.	25	30	35	40	50	55	60	70	80	85	90	90
40	45 lbs.	25	30	35	45	50	60	65	75	80	90	95	95
45	50 lbs.	25	30	35	45	55	60	65	75	85	90	95	100
50	55 lbs.	25	30	35	50	60	65	70	80	90	95	100	105
55	60 lbs.	30	35	40	50	65	70	75	85	100	100	105	110
60	65 lbs.	30	40	45	55	70	75	80	90	100	105	110	120
65	70 lbs.	35	40	50	60	70	80	90	95	105	110	120	130
70	75 lbs.	35	40	50	65	75	85	95	100	110	120	130	140
75	80 lbs.	40	45	55	70	80	90	100	110	120	125	135	150
80	90 lbs.	40	50	60	75	90	100	105	120	130	140	150	165
90	100 lbs.	40	50	60	75	90	100	110	125	140	150	160	175

It Is Further Ordered, That the Secretary mail a copy of this order to said respondents.

No. 496. Michigan Central Railroad Company. Block Signals.

Case pending.

No. 497. Baltimore and Ohio Southwestern Railroad Company.
Block Signals.

Case pending.

No. 498. Baltimore and Ohio Railroad Company. Block Signals.

Case pending.

No. 499. Elgin, Joliet and Eastern Railway Company. Block
Signals.

Case pending.

No. 500. Chesapeake and Ohio Railway Company. Block Signals.

Case pending.

No. 501. Chicago and Eastern Illinois Railroad Company. Block
Signals.

Case pending.

No. 502. Evansville and Terre Haute Railroad Company. Block
Signals.

Case pending.

No. 503. Chicago, Indiana and Southern Railroad Company.
Block Signals.

Case pending.

No. 504. The Erie Stone Company vs. Wabash Railroad Company.

In this case the following report was made, and case dismissed:

McCLURE, Commissioner:

In this case the petitioner complained that the Wabash Railroad Company had refused to make connections with a switch constructed by petitioner from its stone quarry at Huntington to the line of the Erie Railroad. At the point where the stone company's siding would connect with the main line of the Wabash it will be necessary to cross over the tracks of the Erie Railroad, as the two lines at the point where the switch connection was to be made are parallel. The permission of the Erie Company had to be obtained to cross over its right of way in order that the connection might be made with the Wabash line, the

Wabash Company objecting on account of some difficulty in operation. The matter was taken up with the general superintendent of the Wabash Railroad, and after some correspondence the Commission is advised that a contract has been entered into between the Wabash and Erie railroads whereby the Wabash will hereafter be able to serve the Erie Stone Company by its own engines operating over the siding belonging to the Erie Company. This will obviate the switching charge that the stone company has heretofore been required to pay to the Erie Company when any shipments were billed out over the Wabash Railroad to noncompetitive points, for the reason that the Wabash declined to absorb switching charges to such points; in fact, the arrangement provides the stone company with the facilities of both railroads and is a satisfaction of the demand of the stone company at the hands of the Wabash Railroad.

I recommend that the petition be dismissed and the case closed.

No. 505. J. F. Clemens et al. vs N. Y. C. & St. L. Ry. Co. Depot Facilities at Brems, Indiana.

In the above case the following report and order were made, and on September 29th, superintendent advised the Commission that the order had been complied with, namely:

McCLURE, Commissioner:

The petitioners in this case filed with the Commission a petition alleging that the depot facilities of the respondent railroad company at Brems, in Starke County, this State, are not adequate to accommodate the traveling public at that point, that the depot now in use at this station is 11½ x 11½ feet, having seating room for about five adult passengers; that there is a monthly passenger traffic from said station of about two hundred adult passengers.

Upon investigation it was found that the station building is 11½ x 15 feet in dimensions. Four feet of this room is partitioned off and used as a ticket and telegraph office by the agent, leaving a waiting room of 11 x 11½ feet; that the waiting room was supplied with one bench which would seat six adult persons; that there is room for two additional benches that would accommodate nine or ten people which, when supplied, would make a total seating capacity of fifteen; that the waiting room had one or two loose boards in the floor; that the conditions surrounding the station building are sanitary; that the total passenger receipts at this point for the year 1910 were \$639.88, which included eighty-three Chicago tickets amounting to \$122.25; the principal portion of this traffic is from Brems to Knox, a point about four miles east of Brems, this being the point where the people in and about Brems do their merchandise trading. The time of the departure of the east-bound train which is made use of principally by the people at Brems is 4:50 p. m., and the return train leaves Knox at 6:52 p. m. Brems has a very limited population, the exact number not being known, but is composed of seven dwelling houses, two of which belong to the respondent company. The information obtained was through persons who were found about the village. A Mr. Clem, a groceryman, who is engaged in the grocery

business at that point, advised that he had only been at the station once during the summer and was not in a position to testify either for or against any improvement. A farmer living in the vicinity stated that he had a few times been present when the waiting room was not large enough to accommodate the people, and a section employe on the respondent line also advised that in a few instances there had not been room enough to take care of the public. On the day of the investigation, August 3d, there were between twelve and fifteen people in the waiting room for the east-bound train above referred to, and only five of these were passengers. Along the north line of the right of way at Brems the fencing is in bad repair, and the people coming and going from the station make use of the right of way as a highway, which should not be permitted. It is believed that with the construction of a fence along the right of way at this point, the repair of the platform and the floor of the station, that ample facilities will be furnished for the travelling public at that point in the way of a station building. It is therefore recommended that the respondent company erect and maintain through the village of Brems a suitable fence along the north line of its right of way, that the platform at the station be repaired and put in safe condition and the floor of the station building be repaired and additional seats or benches for seating be provided and placed in the vacant space about the walls of the waiting room so that when completed the seating capacity in the waiting room shall be sufficient for not less than fifteen adult persons, and an order will be entered accordingly.

ORDER.

In the above entitled cause the Commission investigated the petition filed herein, and, being fully advised in the premises, recommends and orders as follows:

1st. That the right of way of the respondent company be fenced through the village of Brems.

2d. That the respondent company prepare suitable benches for seats and place the same in the waiting room of the station building at that point so that there will be seating capacity for fifteen adult persons.

3d. That the floor of the station building be repaired and that the platform about the station be repaired by removing broken boards and inserting new ones.

No. 506. Clay County Block Coal Co. vs. Vandalia Railroad Company.

The petitioner alleged that the Vandalia Railroad Company had no fixed rate on coal and coke in carload lots for the Brazil district in connection with the C. & E. I., except local rates which were unfair for joint proportional and through rates. Afterwards the petitioner filed a motion to dismiss the petition herein, which motion was sustained.

No. 507. Clay County Block Coal Co. vs. C. & E. I. R. R. Co.

Petition alleging that the C. & E. I. R. R. Co. had canceled its joint rates with the C., C., C. & St. L. Ry., and at the time of filing the petition herein, July 1, 1911, had no joint rate with the C., C., C. & St. L. Ry. Co. On July 13, 1911, petitioner filed a motion to dismiss the petition herein, which motion the Commission sustained, and case dismissed.

No. 508. Clay County Block Coal Co. vs. Vandalia Railroad Company.

The petition alleged that the Vandalia Railroad Company in connection with the C. & E. I. Ry. Co. did not maintain joint rates on coal originating in the Brazil district over the lines of the two roads, and prayed the Commission to establish reasonable joint rates for the movement of coal over the lines of the two companies. Matter was taken up with the railroad companies by conference, and the companies filed tariffs establishing joint rates over the two lines that was satisfactory to the petitioner, and the petition was dismissed, and case closed.

No. 509. Clay County Block Coal Co. vs. C., C., C. & St. L. Ry. Co. et al.

The petitioner alleged that the C., C., C. & St. L. Ry. Co. in connection with the C. & E. I. R. R. did not maintain joint rates on coal originating in the Brazil district over the lines of the two roads, and appealed to the Commission for such rates. Matter was taken up by conference with the traffic department of the two companies and acceptable joint rates were established as prayed for in the petition, and case closed.

No. 510. C. W. Evans et al. vs. B. & O. S. W. R. R. Co. Depot Facilities at Nabb, Scott County, Indiana.

This was a petition for depot at Nabb, Scott County, Indiana. This case was set down for hearing, but before any further proceedings, the B. & O. S. W. R. R. Co. advised the Commission that it would construct the depot at Nabb, and the Commission is further advised that it has commenced the construction of the depot, and the same will be finished within a short time.

No. 511. Ex Parte Cleveland, Cincinnati, Chicago and St. Louis Railway Company.

The C., C., C. & St. L. Ry. Co. appealed to the Commission for permission to maintain its platform at its freight house in Anderson, Indiana, without the statutory clearances being observed. Matter was referred to the chief inspector for report and further conference with the railroad company, and matter is still pending.

No. 512. Ex Parte Chicago, South Bend and Northern Indiana Railway Company. Petition to Install Gate at Crossing of Said Company's Tracks and L. S. & M. S. Ry. Co. at Twin Branch, Indiana.

In the above case, on July 21, 1911, the following report and order were made:

McCLUBE, Commissioner:

The Chicago, South Bend and Northern Indiana Railway Company filed an application for the approval of a gate to be used by said company in protecting the crossing of said company's line with an industrial siding of the Lake Shore and Michigan Southern Railroad at Twin Branch, Indiana. The siding in question does not lie parallel with the main line, and the main line at the point where the said gate is proposed to be erected is not crossed by the petitioner's line. The company has submitted a blue print showing the lay of the tracks where the crossing occurs, and also a blue print of the gate proposed to be erected for the protection of this crossing. The gate is of the same construction as those now in use on the I. U. T. line, which have heretofore been approved by the Commission.

It is recommended that the plan of the gate and the signal light attached thereto be approved and when installed the said traction company be authorized to run the crossing without stopping.

ORDER.

Comes now the Chicago, South Bend and Northern Indiana Railway Company and files its application for approval of its plan herewith submitted for a gate to protect the crossing of its line with the side-track of the Lake Shore and Michigan Southern Railway at Twin Branch, Indiana, and the Commission, having inspected the profile and plan for the construction of said gate, and being advised in the premises, approves the same; and it is ordered that when said gate is installed at said crossing said Chicago, South Bend and Northern Indiana Railway Company may run said crossing without stopping when the same is protected by said gate and proper signal lights attached thereto.

Approved by the Commission, July 21, 1911.

No. 513. Ex Parte Lexington Motor Car Company. Petition to Maintain a Bridge Between Buildings over Company's Loading Track at an Elevation of 16.73 Feet.

On July 24, 1911, the Commission made the following order denying the application:

Comes now the Lexington Motor Car Company, doing business at Connersville, Indiana, and makes application to the Commission to be permitted to construct and maintain a bridge between buildings and over the company's loading track at an elevation of 16.73 feet. The Commission, having directed the inspection of this location and having received the report of its Chief Inspector, and being otherwise advised in reference thereto, finds that said bridge should not be maintained at a height less than twenty-one feet as required by statute, and the application herein is denied.

No. 514. Columbia School Supply Company vs. C., H. & D. Ry. Co. et al. Petition for Change in Classification of Steel Bundles.

This matter was heard by the Commission and before a decision was rendered the petitioner became convinced that the classification was correct and upon petitioner's motion, an order was made dismissing the petition.

No. 515. Ex Parte Marion Light & Heating Company. Application for Approval of Plans for Construction of Transmission Power Wire Over the Line of the P., C., C. & St. L. Ry. at the Public Highway Crossing.

On July 31, 1911, the following order was made:

Ex-Parte Marion Light and Heating Co., application for approval of plans for construction of transmission power wire over the line of the P., C., C. & St. L. R. R. at the public highway crossing two miles northwest of Hartford City, also the public highway crossing of the said railroad one mile east of Hartford City; also at the crossing of the Lake Erie and Western Railroad one-half mile south of Eaton on public highway; also crossing of the Fort Wayne and Wabash traction line at Fourth street in the town of Eaton; also the crossing of the C. & O. Railroad of Indiana and P., C., C. & St. L. R. R. one-half mile north of Muncie on public highway, with a line carrying 33,000 volts; also plans for the construction of a transmission power wire crossing the tracks of the P., C., C. & St. L. at Railroad avenue and George street, Marion, Indiana; also crossing the tracks of said railroad at Railroad avenue at a point known as the "Old County Road;" also crossing the I. U. T. line at Railroad avenue and McFeeley bridge, in the city of Marion; also crossing the tracks of the P., C., C. & St. L. R. R., Main street, Upland, Indiana.

And the Commission having inspected the drawing and blue prints submitted by said Marion Light and Heating Co., and finding that said plans provide for the use of poles more than thirty-five feet in height; that the same are double cross-armed and properly braced to the pole; that the transmission wire is protected by means of a standard steel cable, copper clad, and that the elevation of said transmission power wires are at all points to be not less than thirty-five feet above the top of the rails of said railroad, the Commission therefore approves said plans, and authorizes the construction of said wires over said tracks at said points in conformity with the plans and prints submitted to said Commission, which are made a part of this order.

No. 516. In the Matter of Block Signals on the L. E. & W. R. R. Co.

The said railroad company having filed its petition setting out the condition of block signals on the lines of the company, on August 18, 1911, the following order was made by the Commission:

The Commission having under consideration the matter of block signals on the Lake Erie and Western Railroad, and it being shown to the Commission that on the line between Kokomo and Michigan City there is a train movement of only twelve trains per day on the south of said line and ten trains per day on the north of said line, upon consideration

It Is Ordered, That said Lake Erie and Western Railroad be relieved from installing block signals on its line between Kokomo and Michigan City, until the further order of the Commission.

It Is Further Ordered, That the Secretary of the Railroad Commission of Indiana transmit a copy of this order to general superintendent of said company.

No. 517. Pere Marquette Railroad Company. Block Signals.

Case pending.

No. 518. In the Matter of Block Signals on the C., H. & D. R. R. Co.

Said company having filed an application with blue prints praying that it be relieved from installing block signals on the Springfield division and Ft. Wayne branch. On August 3, 1911, the Commission made the following order:

In the above matter, it appearing to the Commission that the volume of traffic over said branches of said railroad company is such that the same can be dispatched without substantial hazard to life and property without block signals, upon consideration

It Is Ordered, That the said Cincinnati, Hamilton and Dayton Rail-

road Company is hereby relieved from installing block signals on said branches of its said railroad.

It Is Further Ordered, That the Secretary of the Railroad Commission of Indiana transmit a copy of this order to the general superintendent of said railroad company.

No. 519. Toledo, St. Louis & Western Railroad Company. Block Signals.

Case pending.

No. 520. In the Matter of Automatic Block Signals on the Grand Trunk Western Railway. Petition for Extension of Time.

In the above case on November 11, 1911, the Commission made the following order:

The above matter coming on to be heard, and the Commission being satisfied that it is impossible for petitioner to equip its line of railway through the State of Indiana with automatic blocks by the first day of January, 1912, upon consideration

It Is Ordered, That the time for the installation of block signals on said line is hereby extended as follows:

For that portion of said railway lying between the westerly line of the State of Indiana and the city of Valparaiso, to July 1, 1912, and for the balance of its line of railway in the State of Indiana, to January 1, 1913.

It Is Further Ordered, That the Secretary transmit a copy of this order to Kretzinger, Rooney & Kretzinger, attorneys for the Grand Trunk Western Railway Company.

No. 521. Chicago & Erie Railroad Company. Block Signals.

Case pending.

No. 522. In the Matter of Block Signals on C., I. & L. Ry. Co. Petition for Relief.

On August 9, 1911, the following order was made:

In the above matter the Commission having had the petition of said railway company to be relieved from installing block signals on certain divisions of its railway, upon consideration

It Is Ordered, That the said Chicago, Indianapolis and Louisville Railway Company is hereby relieved from installing any kind of block signals on the following lines:

Monon to Michigan City.....	59.6 miles
Wallace Junction to Victoria.....	47.1 miles
Orleans to French Lick.....	17.7 miles
Bedford to Switz City.....	40.5 miles

It Is Further Ordered, That the Secretary transmit a copy of this order to A. H. Westfall, general manager of said company.

No. 523. In the Matter of Block Signals on Vandalia Railroad.

With reference to block signals on the Vandalia Railroad, on November 11, 1911, the Commission made the following order:

The above matter being before the Commission and the Commission being advised by its Block Signal Inspector, upon consideration

It Is Ordered, That the manual block system in use on the St. Louis and Vincennes divisions of the said Vandalia Railroad is hereby approved.

It Is Further Ordered, That the petitioner is relieved from equipping its Butler Branch and its line between Logansport and South Bend with any block system.

It Is Further Ordered, That the time for equipping its line between Otter Creek Junction and Logansport with any block system is hereby extended until January 1, 1913.

It Is Further Ordered, That the Secretary enclose three (3) copies of this order to John G. Williams, general counsel for the petitioner.

No. 524. New York, Chicago and St. Louis Railway Company.
Block Signals.

Case pending.

No. 525. J. M. Buck & Co. vs. G. R. & I. and T., St. L. & W. R. R.
Co's.

In the above case on August 23, 1911, the Commission made the following order, which was put in force by respondents, namely:

This being the day set for the hearing of the above entitled cause, and neither petitioner nor respondents making an appearance, but the Commission being advised from correspondence with them and from former investigations of the questions involved in this matter, upon consideration

It Is Ordered, That said respondents cease and desist from charging the sixth-class rate on logs and bolts from Berne, Bryant, Geneva, Hoagland, and Monroe to Bluffton.

It Is Further Ordered, That the joint rate for said movement in carloads, minimum 34,000 pounds, from Berne, Bryant, Geneva, Hoagland and Monroe, via Decatur to Bluffton, shall be 4½ cents per hundred pounds, this order to be effective September 25, 1911, and to remain in force for five years thereafter.

It Is Further Ordered, That the Secretary of the Railroad Commission forward a copy of this order to petitioner and respondents.

No. 526. Baltimore & Ohio Railroad Company. Interlocker at Wellsboro.

Case pending.

No. 527. In the Matter of Vandalia Railroad Company, Vincennes Division. Running Engine Backwards.

This case was transferred from the I. R. Docket No. 3458. The Commission having been informed that said railroad company operated between Indianapolis and Martinsville, a local freight train, operating said train from Indianapolis to Martinsville with the engine running backwards, issued an order requiring said company to cease from the dangerous practice of backing an engine in road service over unprotected highway crossings; said company having failed to comply with the order of the Commission, the firm of Korbly and New, attorneys, were employed and have brought suit in the Superior Court of Marion County to restrain said company from continuing said practice, and at the time of this report, suit is still pending.

No. 528. Pittsburgh, Cincinnati, Chicago and St. Louis Railway Company. Block Signals.

Case pending.

No. 529. Southern Railway Company. Block Signals.

Case pending.

No. 530. Lake Shore and Michigan Southern Railway Company. Block Signals.

Case pending.

No. 531. Ex Parte C., I. & L. Ry. Co. Petition to Maintain Certain Clearances.

Pending, to get further information from railroad company and report of inspector.

No. 532. Indiana Boys' School vs. The C., C., C. & St. L. Ry. Co. et al. Interchange of Freight Between Steam and Inter-urban Railroads.

In the above case the following opinion and order were made on the second day of December, 1911, namely:

McCLURE, Commissioner:

The petitioner, who is the superintendent of The Indiana Boys' School, as such alleges that this institution is situated at Plainfield, this State, and about two miles from the team track of the Vandalia Railroad located

at that point; that it is necessary to haul all of the coal supply and much other freight for said school in wagons from said team track; that the roads necessary to be traveled in doing such hauling are often in bad condition and in addition have heavy grades, which render such hauling laborious and expensive; that it is necessary to employ boys committed to said school to perform such work, and frequent escapes are made by them when so engaged, causing expense and trouble in causing their return, all of which is inconvenient and difficult to perform. That cars are necessarily held beyond the free time given for unloading, and demurrage charges accrue and have to be paid; that in one month such charges amounted to more than fifty dollars. That the State authorities in charge of said school granted to the traction company a right of way through the farm on which the school is located with the understanding that that company would deliver coal for the school upon a private siding located upon the premises, convenient to the point of consumption. That several years ago coal in carload lots was delivered by the traction company to the school on its private siding, and that said coal was received by the traction company from steam roads in steam road cars through the Indianapolis Union Railway connections at Indianapolis. That this method of handling coal to said school was objected to by the steam roads and further service of this character was discontinued and refused. That the Indianapolis Union Railway Company operates the Belt Railroad at Indianapolis and is a switching line, among other things transferring cars from one line to another connecting therewith, and praying that an order be granted directing the respondent C., C. C. & St. L. Ry. Co. to transfer and interchange coal in carload lots and other freight to and with the respondent T. H., I. & E. Traction Co. through the Indianapolis Union Railway.

The evidence shows that the Indiana Boys' School, a State correctional institution, is located near Plainfield. That the supply of coal for said school is obtained from the Indiana mines located in the Linton District and is now delivered at Plainfield over the Vandalia Railroad and is transferred from the cars to the school in wagons a distance of two miles. The roads are often in bad condition and contain heavy grades. The labor of hauling the coal to the school is performed by boys who are in the school under the direction of officers, and while engaged in this labor boys take advantage of the opportunity to make their escape, entailing trouble and expense to effect their return. The T. H., I. & E. Traction line extends from Indianapolis west to Terre Haute and passes through the lands upon which said school is located, and a switch from this line is so located that coal can be unloaded into the coal bins by dumping, or at the minimum of time and expense. The bins at the school have a capacity of ten carloads, and approximately two hundred carloads of coal are consumed annually at said school, or about 7,000 tons; in addition, about ten carloads of other freight are annually received by the school, and about eighty tons of L. C. L. freight. The rate applying on coal arriving at Plainfield over the Vandalia is 60 cents per ton. The cost of delivering the coal from the railroad to the bins at the school is 50 cents per ton. There is a consumption of eight to ten carloads of coal per week in the winter months, while in the summer season two carloads per week meet the demands. The time given to handling coal by the boys

of the school could be employed to better advantage in school or at work on the farm in connection with the school and less opportunity be given to escape.

The evidence is undisputed that interchange can be effected as prayed in the petition between the C., C., C. & St. L. Railway and the traction line through their connections with the Belt Road without danger to equipment or track, that such interchange is practical and less liability of damage to the cars when on the traction line than on steam lines, both on account of the manner of handling and from fire. Cars loaded with coal arriving in Indianapolis can be transferred to the school, unloaded and returned the same day. The rate on coal from the Linton District to Indianapolis arriving over the C., C., C. & St. L. Ry. is 50 cents per ton. There is a switching charge over the Belt line of \$2.00 per car, and the rate over the traction line would not exceed 30 cents per ton, to which may be added a nominal car service charge. This would make the cost substantially the same, but with less trouble and with better results to the school. The traction company interposes no objection to performing the service of moving the cars from Indianapolis to the school and returning them to its connection with the Belt. The Indianapolis Union Railway management objects only upon the ground that traffic is heavy and if additional freight were handled it would further congest the business of this company's line. The respondent C., C., C. & St. L. Ry. Co. interposes the same objection for the reason that it would to some extent retard their other business which is now delayed by the volume of business now moving over the Belt Road, and further, that the traction line has no business to give in return, that the interchange will be one sided, without reciprocity. It was further shown that the traction line has motive power to move five or six cars loaded with coal at one time, that its freight equipment is supplied with automatic couplers and air brakes. The interchange track connecting the Belt and traction line will accommodate twelve to fifteen cars at one time. The expense of repairing cars damaged while in charge of the traction company would be met by such company.

There is no connection between the Vandalia and the traction line, and can only be made at Plainfield or at the intersection of the lines west of Plainfield at great expense. An interchange at Terre Haute would be unavailing, for the reason that the traction company cannot operate steam freight cars through the streets of Terre Haute or Brazil.

Under the state of facts set out can interchange be required as sought by the petitioner herein? We think this question must be answered in the affirmative. Subdivision (j) of Section 3 of the Act of March 7, 1907, Acts 1907, p. 461, invests the Commission with authority under conditions expressed therein to order interchange of cars, carload shipments, less than carload shipments, and passenger traffic between steam and interurban railroads as well as between steam and interurban roads as between themselves. That portion of the section applicable to this question is as follows:

“(j) All carriers subject to this act and operating steam railroads, as between themselves, and all carriers subject to this act and operating interurban or suburban railroads, as between them-

selves, shall afford all reasonable and proper facilities for the interchange of traffic between their respective lines at junction points, and for there receiving, forwarding and delivering passengers and property, and each such carrier shall transfer, deliver and accept without delay or discrimination, and promptly forward all freight or cars, loaded or empty, and all or any passengers there tendered by any such connecting lines and destined to any point on its line or any connecting line: Provided, That in special cases where it is practicable, and the same may be accomplished without endangering the equipment, tracks or appliances of any such carrier, the Commission, upon application, may require any such steam and interurban or suburban railroad to interchange cars, carload shipments, less than carload shipments and passenger traffic, and for that purpose may require the construction of physical connections at junction points and the construction of switch and private track connections, as provided in this act." * * *

It will be observed that as between steam roads, and as between interurban lines the duty of affording interchange is absolute, while as between steam and interurban lines such interchange may be ordered by the Commission in special cases upon application, where it is practical and can be accomplished without danger to equipment and track.

The undisputed evidence is that interchange in this case is practical and can be accomplished without danger either to equipment or track and that every facility is had by the traction company, automatic coupler, air brakes and power to move the traffic successfully and the empties with expedition. This interchange is peculiar to itself and is therefore special in its characteristics.

The consumer of the coal and freight sought to be interchanged is a State correctional institution. The interchange method sought will be a desirable improvement over the present way of handling the school's supply of coal. It will enable the institution to use its present facilities for these purposes to an advantage in the conduct of the school. It will minimize the opportunity to escape from the school, and will enable officers to devote more time to the real purposes of the school, that of reforming and educating the youth committed to it. The steam line cannot be heard to object on the ground of the failure of the traction line to return freight to it for transportation. Railroads are chartered to do a carrying business for the public and if loaded cars could not be required to go off the rails upon which they are loaded the transportation business of the country would be practically destroyed. A more serious calamity could not be imagined. Under the Commission Act, shippers, on demand, are entitled to joint rates over connecting lines and are entitled to route their shipments. The originating line cannot be heard to object on the ground that the connecting carrier does not return any business to it. The initial line is entitled to reasonable compensation for the use of equipment while the same is off its rails, and this has been fixed by the roads at a nominal charge. If the line upon which business originates did not have the aid of the connecting line, the former would have to forego much business that would augment its revenues. The 200 carloads of coal handled annually for this school is that much new business. The

revenue received therefrom may be small, but the business comes in another company's equipment already loaded and can be carried with small additional outlay to present operating expense. In this instance the movement over the traction line is scarcely more than a switching service. The distance from Indianapolis to Plainfield is only fourteen miles. The movement to the school and return can be made in one day, so testified the general manager of the traction line. Without doubt the cars can be returned within the limits of free time. The Commission holds that this is a special case in which the State is interested. It will improve the service of one of the institutions of the State engaged in a highly important work. It is not for the benefit of any one engaged in gainful occupation. The object to be attained is in aid of the management of a correctional institution wholly maintained by the State. It is in a class by itself and every consideration connected with it appeals to us that it is such a special case that the Commission should grant the prayer of the petition. Therefore an order directing the interchange as asked will be entered.

ORDER.

The Commission, having heard the evidence in this case, and being advised in the premises, finds that physical connection for the interchange of traffic in carload lots between respondent companies has been made, and that interchange of coal and other freight in carload lots should be made between the Cleveland, Cincinnati, Chicago and St. Louis Railway Company and the Terre Haute, Indianapolis and Eastern Traction Company by means of the Indianapolis Union Railway Company operating the Belt Railroad located at Indianapolis, when such freight is destined to the Indiana Boys' School at Plainfield, this State.

It Is Further Ordered, That the order shall apply only to such freight originating within this State and transported wholly within the State of Indiana.

It Is Further Ordered, That all such freight so interchanged shall entitle the Indianapolis Union Railway Company to collect a switching charge of two dollars per car, which shall be paid by the management of the Indiana Boys' School.

It Is Further Ordered, That demurrage charges as now in effect under the uniform demurrage rules as adopted by the Railroad Commission of Indiana shall apply upon all cars delivered upon the Plainfield siding at the Boys' School in compliance with this order, and all demurrage accruing on any of such cars shall be paid to the C., C., C. & St. L. Ry. Co.

It Is Further Ordered, That all damages to any of the cars of the Cleveland, Cincinnati, Chicago and St. Louis Railway Company, or furnished by said company, while in possession of the Terre Haute, Indianapolis and Eastern Traction Company shall be repaired or paid by said traction company.

Pursuant to notice, counsel and other representatives of the railway companies appeared before the Commission this the twenty-first day of December, 1911, in the above entitled case and the following modified order was made in said case:

MODIFIED ORDER.

The Commission, having heard the evidence in this case and being advised in the premises, finds that physical connection for the interchange of traffic in carload lots between the lines of respondent companies has been made at the city of Indianapolis, and that such interchange at such point is practical and can be made without danger to equipment or track of either of the respondent companies; and

It Is Ordered, That interchange of coal and other freight in carload lots be made between the Cleveland, Cincinnati, Chicago and St. Louis Railway Company and the Terre Haute, Indianapolis and Eastern Traction Company through and by means of the Indianapolis Union Railway Company operating the Belt Railroad located at Indianapolis, Indiana, which connects the lines of the other respondent companies hereto, when such freight in carload lots is destined to the Indiana Boys' School at Plainfield, this State. And this order is especially intended to direct and require the transfer of coal in carload lots coming off the line of the Cleveland, Cincinnati, Chicago and St. Louis Railway by means of the said Belt Railroad to its connection with the Terre Haute, Indianapolis and Eastern Traction Company's line for transportation by said traction company to the siding from said traction line serving the Boys' School at Plainfield, Indiana.

It Is Further Ordered, That this order shall apply only to such freight originating within this State and transported wholly therein to the Boys' School at Plainfield, Indiana.

It Is Further Ordered, That all such freight so interchanged shall entitle the Indianapolis Union Railway Company to collect a switching charge of two dollars (\$2.00) per car, which shall be paid by the management of the Indiana Boys' School.

It Is Further Ordered, That demurrage charges as now in effect under the uniform demurrage rules as adopted by the Railroad Commission of Indiana shall apply upon all cars delivered upon the Plainfield siding at the Boys' School in compliance with this order, and all demurrage accruing on any of such cars shall be paid to the C., C., C. & St. L. Railway Company.

It Is Further Ordered, That all damages to any of the cars of the Cleveland, Cincinnati, Chicago and St. Louis Railway Company, or furnished by such company, while in possession of the Terre Haute, Indianapolis and Eastern Traction Company shall be repaired at the cost thereof or paid by said traction company.

It Is Further Ordered, That this order shall take effect and be in force from and after the first day of January, 1912, and continue in effect for a period of five years.

The Commission, having said cause under further consideration and being advised in the premises, upon its own motion alters and changes the Modified Order heretofore made, in this, to wit:

That the said Terre Haute, Indianapolis and Eastern Traction Company is hereby ordered and directed to pay to the Cleveland, Cincinnati, Chicago and St. Louis Railway Company the sum of one dollar (\$1) per day, or any part thereof, for the use of every car received from said

Cleveland, Cincinnati, Chicago and St. Louis Railway Company for the purpose of transporting coal or other freight to the Indiana Boys' School at Plainfield, Indiana; said time to be computed from the delivery of said car by said Cleveland, Cincinnati, Chicago and St. Louis Railway Company to said Terre Haute, Indianapolis and Eastern Traction Company and the return of the same by said traction company to its connection with the Indianapolis Union Railway Company in the city of Indianapolis, Indiana, and this shall be effective from and after January 25, 1912.

Ordered by the Railroad Commission of Indiana.

Attest: J. L. REILEY, Secretary

No. 533. Chicago & Erie Railroad Company. Petition to Maintain Certain Clearances.

This matter referred to chief inspector for examination. Inspector made report which was referred to Baldwin, superintendent, with recommendation that he make the changes indicated, and advise the Commission. Changes are now being made, and case is pending.

No. 534. Vandalia Railroad Company vs. Town of Lyons, Indiana.
Appeal from an Ordinance Requiring Company to Employ
Flagman at Intersection of the Railroad and Broad
Street in said Town.

In the above case, the case was dismissed, and the company duly installed the flagman required by the resolution, a slight modification of the hours having been made with the consent of the Railroad Commission and the Board of Trustees, and in said case, the following opinion was rendered and order made:

Wood, *Chairman*:

On August 7, 1911, the town of Lyons passed the following resolution:

"Resolved, by the Board of Trustees of the town of Lyons, in Greene County, Indiana, That the Vandalia Railroad Company be, and said company is hereby required, on or before September 22, 1911, to employ and station an adult male guard or flagman at the intersection of Broad street in said town with the track or tracks of said railroad company, and that it shall be the duty of said guard or flagman to warn all persons on foot or in vehicles, of all trains, engines or detached cars at said crossing, and so to guard said crossing between the hours of 7:00 o'clock a. m. and 9:00 o'clock p. m. of each and every day of the year, and that it shall be the duty of said railroad company to furnish said guard or flagman a suitable flag for use in daytime, and a suitable lantern for use at night."

And, on the twenty-first day of August, 1911, the Vandalia Railroad Company filed with the Commission an appeal from the order of said board which passed said resolution.

The grounds of said appeal are substantially that said town of Lyons had heretofore passed an ordinance requiring the installation of an alarm bell at said crossing, which had been duly constructed by said railroad company at a cost of \$450 and that said Board of Trustees had afterwards requested the railroad company to reduce the speed of its trains through the town, and thereupon said railroad company issued an order requiring all trains when passing through said town to reduce their speed to fifteen miles an hour, and that the maintenance of said alarm bell and the reduction of speed of said company's trains as aforesaid are sufficient and ample protection at said crossing, and that the said crossing and surroundings with reference to said railroad and said street, and the number of trains passing over said crossing, and the amount of travel on said crossing are not such as to justify the maintenance of a crossing watchman at an estimated expense of \$400 or \$500 a year.

In our A. R. No. 263, Second Annual Report, page 309, we considered and compared the powers of the local authorities and the Railroad Commission with reference to the safe operation of railroad trains on and across the streets of cities and towns, and we held (page 312) that the General Assembly has committed to the local authorities the chief power and made it their primal duty to govern the operation of trains and cars at railroad crossings of all kinds within the towns and cities and, indeed, as we noted at that time, an appeal to the Railroad Commission is permitted only in respect to the resolution or order of the town council as to electric gongs or alarms, or gates or flagmen at street crossings. As to an appeal in these cases, the statute (Section 9005, Subdivision 14, Burns Revision) reads as follows:

"The Commission shall docket the appeal at once, and shall send to such town a member of the Commission, who shall inspect the crossing or crossings in controversy and report to the Commission, and the Commission shall determine the matter upon the grounds stated in the notice of appeal only, within twenty days, and enter upon its record an order, either affirming or overruling such resolution of such board of trustees as the merits of the case shall warrant."

In accordance with this law, on Monday, the twenty-seventh day of August, 1911, Commissioner Wood visited the town of Lyons and carefully examined the grade crossing of Broad street in that town with the Vandalia railroad. It was apparent to him, and he has so reported to the Commission, that this crossing is exceedingly dangerous. There are, indeed, two street crossings within fifty feet of each other that might be protected by one watchman. There are business houses on the street on both sides of the railroad crossing. The school building, with an attendance of 200 children, is on one side of the crossing, and the main residence part of the town on the other side. The country surrounding Lyons is very fertile and thickly settled, some of the land being worth as much as \$200 an acre. A greater number of people use the crossing than ordinarily in a town of 1,200 population. Two persons have lost their lives, as we are informed, at this crossing, and considering the obstructions to view, the number of persons passing over it, the curves upon the railroad, the num-

ber of trains passing without stopping, the switching to be done, the two crossings, and many other things that occur instantly to anyone who has heretofore had these matters under consideration, there can be no question but that the crossing is dangerous and requires protection. The railroad company seems to have conceded this fact when, without an appeal to the Commission, and without question, it has heretofore erected an electric bell, and has even, at the request of the town council, made an order requiring a speed of fifteen miles an hour of trains passing over this crossing.

The objection to the resolution, one of the grounds of appeal, that the town has heretofore required the electric bell, is not sufficient. It is the duty of the town board to require such protection at the crossing as will save the lives of people using it. The town board did, indeed, pass an ordinance requiring the installation of the electric bell, but when it was apparent to the board that this protection was insufficient, especially after its use for more than a year, the board had the right to go on and require a watchman instead of an electric bell. The railroad company will lose very little by this, inasmuch as the bell can be used at some other crossing. As to the slow speed order, every railroad company, as well as this Commission, has had the common experience of all, that such orders are not generally effective. Only recently, one of the most disastrous wrecks in the history of the Pennsylvania railroad probably would not have occurred if a slow speed order had been obeyed. Nothing is more difficult than to enforce such orders.

The Commission desires very much to adopt some general rule on the subject of appeals from the decisions of the town boards establishing electric bells, or gates, or watchmen. The town board necessarily understands local conditions and wants better than the Commission can. As we have heretofore held, it is the first and primal authority to whom the Legislature has granted the administrative function of securing safety for its people by orders of this kind. If the crossing is very dangerous without protection, then the protection afforded by the order of the town board should not be disturbed by the Railroad Commission, and this is really the principle that should govern us in decisions of this kind. In this case the crossing, or rather two crossings, are exceedingly dangerous. There can be no question as to this fact, and it is accentuated by two deaths which have occurred at the crossing at this place because the railroad ran across the street at grade at this particular point. This Commission would be unable to say that another death would not occur on this account unless a watchman was provided. It would be unable to say that two more fatal accidents, or many more fatal accidents, would not occur. Does the statute intend that with the fact of danger fully proved and squarely in evidence, merely because it will cost a fraction of the value of a human life annually to protect this crossing, that the Railroad Commission, charged with the general duty of supervising the railroads that safe operation may take place, should set aside the expressed will of an entire community in its official effort to protect against an imminent and impending danger of this kind?

It is true, of course, that if every town passed a resolution requiring a watchman at every street, the railroad company could not operate except

at a loss, and it was perhaps for this very reason that the right of appeal was given to the Commission, that where the resolution was passed only from malice or a desire to get even with the railroad company for some real or fancied grievance, or to provide a place or job for some popular citizen, the Commission in such case should exercise the power to set aside the finding of the town board. But in this case, as in every case, the gist of the whole matter, the merit of the controversy, the gravamen of the issue must be whether or not the crossing is actually and perhaps unusually dangerous. We have found this to be the fact as to the crossing at Lyons.

The case of the appeal of the E. & T. H. R. R. Co. from the order of the town board of Hazelton is very different from this case. There the Commission sustained the appeal of the railroad company, because upon examination it was clear that on account of the fact that the railroad at Hazelton was constantly used as a thoroughfare by the citizens, it was far more important that there should be bells, whose sounds could be heard by persons walking on the railroad tracks between the crossings, as well as at the crossings, and that there should be a slow speed ordinance rather than an order requiring gates and watchmen. The conditions were essentially different and it seems to us also, that the board had required too much of the company in ordering three sets of gates and three watchmen; that being the requirement of the board for the protection of this crossing, the town being about the size of Lyons. In this case there is no gate required and only one watchman.

In this connection, it will be observed that in the original construction of railways in this State, no effort, or very little effort was made to separate the grades of highway and railway. At the time of construction the speed of trains was very slow and the number of trains very few. A traveler on the highway could easily get off the crossing before the collision took place. With the growth of population and business, it is a very different case now. Trains are constantly passing on the railroads, and the speed is so great that a man or team approaching has little time to escape fatality.

The policy of the law of this State seems to be not to separate the grades, but to protect the crossings. The railroad companies themselves have shown very little disposition to enter upon any general and systematic work to separate the level crossings of highways and railroads in this State. Therefore, just as long as the railroad companies run over these crossings at grade, constantly increasing the number and speed of their trains, just so long will the people of the State in the common councils of cities, in the boards of town trustees, and of county commissioners, seek some protection for people passing over the railroads on the public highways. This Commission has done all in its power to have the General Assembly prescribe a general scheme for the protection of travelers on highways by the elimination of grade crossings. Our carefully prepared bills on that subject have not passed, but in the place of them we have such laws as we are considering now. In view of the fact that during the last four years 219 persons in this State have been struck and killed by the railroads on the grade crossings, we do not feel that this Commission in the consideration of questions of this kind should reject without meri-

torious reasons, the action of town boards in the effort they make to prevent such fatalities.

For the reasons given the appeal in this case is denied, and an order will be ordered accordingly.

In the above case, the Commission having under consideration a resolution passed by the trustees of the town of Lyons on August 7, 1911, said resolution being as follows:

"Resolved, by the board of trustees of the town of Lyons, in Greene County, Indiana, That the Vandalia Railroad Company be, and said company is hereby required, on or before September 22, 1911, to employ and station an adult male guard or flagman at the intersection of Broad street in said town, with the track or tracks of said railroad company, and that it shall be the duty of said guard or flagman to warn all persons on foot or in vehicles, of all trains, engines or detached cars at said crossing, and so to guard said crossing between the hours of 7:00 o'clock a. m. and 9:00 o'clock p. m. of each and every day of the year, and that it shall be the duty of said railroad company to furnish said guard or flagman a suitable flag for use in the daytime, and a suitable lantern for use at night."

And the Commission having carefully examined the grade crossing mentioned in the resolution by one of its members, upon full report from him to the Commission, and upon consideration—

It Is Ordered, That the said resolution of such board of trustees of the town of Lyons is hereby affirmed.

It Is Further Ordered, That within twenty-five days from the date of this order, the said Vandalia Railroad Company shall employ and furnish an adult male guard or flagman at the intersection of said Broad street in said town with the track or tracks of said Vandalia railroad, whose duty it shall be to warn all persons on foot or in vehicles, of all trains, engines or cars passing over said crossing; said watchman to be on duty continually between the hours of 7:00 o'clock a. m. and 9:00 o'clock p. m. each and every day of the year. Said railroad company to furnish said guard or flagman with a suitable flag for use in the daytime, and a suitable lantern for use at night.

It Is Further Ordered, That the Secretary of the Railroad Commission shall transmit a copy of this order to the appellant and the appellee.

No. 535. Aaron Gardner et al. vs. C., H. & D. R. R. and C. & O. Ry. Cos.

This was a petition to require the respondent railroad companies to construct suitable and adequate passenger depot on their respective lines at Cottage Grove, this State. The following opinion and order were made:

McCLURE, *Commissioner*:

The petitioners in the above entitled case show that the C., H. & D. and the C. & O. railway companies at Cottage Grove, this State, where the lines of said companies intersect, do not have adequate depot facilities:

that several years ago their joint station at that place burned and since that time a temporary structure is used for depot purposes; and praying the Commission to order the construction of a joint station at that point adequate for the needs of the traveling public.

A conference was held with the general superintendents of each railroad and with the representatives of the petitioners.

The railroad companies were willing to unite in the construction of a joint station at Cottage Grove, but it developed at the conference that difficulty existed in securing a suitable location for the station building, as it was regarded as desirable to change the location from where the present station is maintained to one of the angles at the intersection of the two lines. As the station now is located it is on the line of the C., H. & D. some little distance from the crossing, and the C. & O. reaches the station by the use of a wye from its track to the depot on the line of the C., H. & D.

It was agreed at the conference that the general superintendents of the two lines would meet at Cottage Grove and secure if possible a suitable site for the construction of a joint station; if not, that each company would construct its own station.

General Superintendent Alfred of the C., H. & D. and General Superintendent Stevens of the C. & O. met at Cottage Grove to attempt to secure a suitable site at the junction for a joint station building, but failed.

Each company has submitted blue prints of plans for the construction of independent stations at that point, the C. & O. locating its station south of the junction of the two lines and in the southeast angle of the intersection of the C. & O. Railway with the Liberty and Oxford pike; the C., H. & D. locating its station a short distance east of the junction near the intersection of its line of road with the public highway.

The construction and maintenance of two station buildings instead of a joint station is more expensive for the roads and less convenient for the public, particularly for interchange traffic between the lines at that point. The Commission is not invested with authority to require the construction of a joint station. The act of March 9, 1907, known as the Commission Act, and the act of March 6, 1911, make it the duty of every steam railroad company to provide and maintain adequate depots and depot buildings, and there is no statutory requirement imposing the duty upon railroads to maintain joint stations at their intersections.

The plans of the C. & O. Railway Company provide a one-story frame depot building with a waiting room 21 feet by 18 feet, an office room 9 feet 8 inches by 27 feet, a baggage and freight room 20 feet by 21 feet, with a platform of adequate dimensions between the track and depot extending in either direction from the depot a distance of approximately 50 feet. This is regarded as an adequate provision in the way of station facilities for that point.

The C., H. & D. present plans for a station composed of three rooms, a waiting room of 20 x 16 feet, an office 10 x 16 feet and a freight room 30 x 16 feet, with a platform extending 100 feet from the ends of the building with cement curb and cinder construction. This will also be of sufficient size and convenience to accommodate the public so far as station facilities are concerned at Cottage Grove on this line of road.

It is recommended that the plans of the two companies be approved and the stations ordered constructed ready for occupancy by January 1, 1912.

ORDER.

WHEREAS, Complainants filed a petition herein requesting an order for the construction of a depot on the line of the C. & O. Railway at Cottage Grove; and

WHEREAS, Said railway company has submitted blue prints showing plans for the construction of the depot at said point; and

WHEREAS, Said plans have been approved by the Railroad Commission of Indiana;

It Is Therefore Ordered, That said railway company construct a station at the point shown on its blue prints submitted herein and according to the plans submitted by said company for the approval of said Commission, and that said station be constructed and ready for occupancy not later than January 1, 1912.

No. 536. Railroad Commission of Indiana vs. Wabash Railroad Company et al.

In this case the Commission commenced before the Interstate Commerce Commission, a similar suit having been commenced before said Commission by the Indianapolis Freight Bureau. The Commission retained Henley, Watson and Gates, the attorneys of the Indianapolis Freight Bureau, to represent it in said cause. On December 4th, said cause was heard by an Examiner at Indianapolis, and the same is now pending. The petition before the Interstate Commerce Commission is as follows:

RAILROAD COMMISSION OF INDIANA,

William J. Wood, Chairman,

John F. McClure,

Frank E. Payne,

Commissioners,

vs.

Wabash Railroad Company, Chicago &
Alton Railroad Company, Clover
Leaf System, Toledo, St. Louis &
Western Railroad Company.

The petition of the above named complainants respectfully shows:

I. That the Railroad Commission of Indiana is duly created, organized and existing under and by virtue of the laws of the State of Indiana, and William J. Wood, John F. McClure and Frank E. Payne are the duly appointed and serving Railroad Commissioners thereof.

II. That the above named defendants are common carriers engaged in the transportation of property by railroad between points of different States of the United States and largely in the States of Michigan, Ohio,

Indiana, Illinois, Missouri and Iowa, and particularly from the points in Indiana hereinafter enumerated to points in the State of Missouri, and as such common carriers are subject to the provisions of the Act to Regulate Commerce, approved February 4, 1887, and acts amendatory thereof or supplementary thereto.

III. That said defendants demand, collect and receive class and commodity rates on an unreasonably higher basis on traffic destined to Missouri River cities, Kansas City to Omaha, inclusive, from points of origin on said defendants' lines of road in Indiana, to wit:

Stations on Wabash R. R.—

Ft. Wayne,
Huntington,
Wabash,
Peru,
Logansport,
Delphi,
Lafayette,
Attica,
Covington,
Williamsport,
West Lebanon,
State Line,
and intermediate towns
and localities,

*Stations on Toledo, St. Louis
and Western R. R.—*

Decatur,
Bluffton,
Van Buren,
Marion,
Swayzee,
Kokomo,
Frankfort,
Linden,
Veedersburg,
Cayuga,
and intermediate towns
and localities,

than is in effect, demand, collected and received on the same kinds of traffic from Chicago, Illinois, and cities, towns and localities on said defendants' lines of road in the State of Illinois, which are accorded the Chicago basis of rates, to wit:

Stations on Wabash R. R.—

Chicago,
 Brisbane,
 Essex,
 Reddick,
 Forest,
 Gibson,
 Lotus,
 Mansfield,
 Lodge,
 Bement,
 Oakley,
 Danville,
 Tilton,
 Homer,
 Sidney,
 Tolono,
 Ivesdale,
 and intermediate towns
 and localities.

*Stations on Chicago and
Alton R. R.—*

Chicago,
 Joliet,
 Gardner,
 Dwight,
 Pontiac,
 Chenoa,
 Towanda,
 and intermediate towns
 and localities.

*Stations on Toledo, St. Louis
and Western R. R.—*

Humrick,
 Ridge Farm,
 Metcalf,
 Oakland,
 Charleston,
 Neoga,
 Stewardson,
 Cowden,
 Ramsey,
 Sorento,
 and intermediate towns
 and localities.

IV. That through class rates to said Missouri River points from the above mentioned Indiana points via said defendants' lines of road are made the sum of local rates to St. Louis, Mo., applied as proportional rates to upper Mississippi River crossings to Dubuque, inclusive, plus the local rates beyond the Mississippi River, as follows:

WABASH R. R.		Class Rates to Mississippi River.					Class Rates Mississippi River to Missouri River.					Total Rates to Missouri River.				
FROM—		Class Rates to Mississippi River.					Class Rates Mississippi River to Missouri River.					Total Rates to Missouri River.				
		1	2	3	4	5	1	2	3	4	5	1	2	3	4	5
	Fort Wayne.....	43	36½	27½	19	15½	60	45	35	27	22	103	81½	62½	46	37½
	Huntington.....	42	35½	26½	18½	15	60	45	35	27	22	102	80½	61½	45½	37
	Wabash.....	39½	33½	25	17	14	60	45	35	27	22	99½	78½	60	44	36
	Peru.....	39½	33½	25	17	14	60	45	35	27	22	99½	78½	60	44	36
	Logansport.....	39½	33½	25	17	14	60	45	35	27	22	99½	78½	60	44	36
	Delphi.....	38	32½	24	16½	13½	60	45	35	27	22	98	77½	59	43½	35½
	LaFayette.....	38	32½	24	16½	13½	60	45	35	27	22	98	77½	59	43½	35½
	Attica.....	36½	31	23½	16	13	60	45	35	27	22	96½	76	58½	43	35
	Covington.....	36½	31	23½	16	13	60	45	35	27	22	96½	76	58½	43	35
	Williamsport.....	36½	31	23½	16	13	60	45	35	27	22	96½	76	58½	43	35
	West Lebanon.....	36½	31	23½	16	13	60	45	35	27	22	96½	76	58½	43	35
	State Line.....	36½	31	23½	16	13	60	45	35	27	22	96½	76	58½	43	35
T., St. L. & W. R. R.																
	Decatur.....	43	36½	27½	19	15½	60	45	35	27	22	103	81½	62½	46	37½
	Bluffton.....	43	36½	27½	19	15½	60	45	35	27	22	103	81½	62½	46	37½
	Van Buren.....	43	36½	27½	19	15½	60	45	35	27	22	103	81½	62½	46	37½
	Marion.....	39½	33½	25	17	14	60	45	35	27	22	99½	78½	60	44	36
	Kokomo.....	39½	33½	25	17	14	60	45	35	27	22	99½	78½	60	44	36
	Frankfort.....	38	32½	24	16½	13½	60	45	35	27	22	98	77½	59	43½	35½
	Linden.....	36½	31	23½	16	13	60	45	35	27	22	96½	76	58½	43	35
	Veedersburg.....	36½	31	23½	16	13	60	45	35	27	22	96½	76	58½	43	35
	Cayuga.....	32½	27½	22	14½	11½	60	45	35	27	22	92½	72½	57	41½	35½

while through class rates to said Missouri River points from Chicago and the above named Illinois points via said defendants' lines of road are made by adding certain differentials to the Mississippi River crossings, to the local rates beyond, as follows:

	1	2	3	4	5	A	B	C	D	E
Differentials to Mississippi River	20	20	10	5	5	7½	7½	5	5	5
Local Rates beyond.	60	45	35	27	27	22	24½	17	15	11
Through Rates.....	80	65	45	32	27	32	27	22	18	16

resulting in grossly unfair, unjust, unlawful and discriminatory class rates as charged the shippers located in the Indiana cities and towns above mentioned on traffic shipped to said Missouri River points in competition with shippers at Chicago and the other Illinois points above named.

V. That through rates on commodities to said Missouri River points from the above mentioned Indiana points via said defendants' lines of road are made the sum of local rates to St. Louis, Mo., applied as proportional rates to upper Mississippi River crossings, plus the local rates beyond the Mississippi River (with few possible exceptions where combination of locals may make on Chicago and Peoria rate points), while through rates on like commodities shipped from Chicago, Ill., and the above named Illinois points via said defendants' lines of road are made on basis of differentials to the Mississippi River crossings, plus the commodity rates beyond, resulting in grossly unfair, unlawful and unjustly discriminatory charges for transportation to the shippers located at the aforesaid Indiana cities and towns on traffic destined to said Missouri River points, as compared and in competition with shippers of Chicago and other Illinois points above named, illustrated in part as follows:

Through Rate.
30 35 .27
.26 30
464 30
354 27
354 27
384 32
36 27
384 32
394 30
384 32
56 30
36 27
37 27
33 .27

while through class rates to said Missouri River points from Chicago and the above named Illinois points via said defendants' lines of road are made by adding certain differentials to the Mississippi River crossings, to the local rates beyond, as follows:

	1	2	3	4	5	A	B	C	D	E
Differentials to Mississippi River	20	20	10	5	5	7½	7½	5	5	5
Local Rates beyond.	60	45	35	27	27	22	24½	17	15	11
Through Rates.....	80	65	45	32	27	32	27	22	18	16

resulting in grossly unfair, unjust, unlawful and discriminatory class rates as charged the shippers located in the Indiana cities and towns above mentioned on traffic shipped to said Missouri River points in competition with shippers at Chicago and the other Illinois points above named.

V. That through rates on commodities to said Missouri River points from the above mentioned Indiana points via said defendants' lines of road are made the sum of local rates to St. Louis, Mo., applied as proportional rates to upper Mississippi River crossings, plus the local rates beyond the Mississippi River (with few possible exceptions where combination of locals may make on Chicago and Peoria rate points), while through rates on like commodities shipped from Chicago, Ill., and the above named Illinois points via said defendants' lines of road are made on basis of differentials to the Mississippi River crossings, plus the commodity rates beyond, resulting in grossly unfair, unlawful and unjustly discriminatory charges for transportation to the shippers located at the aforesaid Indiana cities and towns on traffic destined to said Missouri River points, as compared and in competition with shippers of Chicago and other Illinois points above named, illustrated in part as follows:

Mississippi River to Missouri River.	Through Rate.
class .	\$0 22
class ..	22
modity rate .	.22½
modity rate	.22½
modity rate	.22½
modity rate	.22½
class .	22
class	22
class .	22
class	.22
A. . .	.24½
A. . .	.24½
class .	22
class .	22
A. . .	.24½
A. . .	.24½
modity rate	.22½
modity rate	.22½
A	.24½
A24½
modity rate	.22½
modity rate	.22½
class	22
class22
class . .	.22
class	.22
class	.22
class	.22

\$0 25 27 .36 30 46½ 30 35½ 27 35½ 27 38½ 32 36 27 38½ 32 38½ 30 38½ 32 36 30 36 27 37 27 33 27

while through class rates to said Missouri River points from Chicago and the above named Illinois points via said defendants' lines of road are made by adding certain differentials to the Mississippi River crossings, to the local rates beyond, as follows:

	1	2	3	4	5	A	B	C	D	E
Differentials to Mississippi River	20	20	10	5	5	7½	7½	5	5	5
Local Rates beyond.	60	45	35	27	27	22	24½	17	15	11
Through Rates.....	80	65	45	32	27	32	27	22	18	16

resulting in grossly unfair, unjust, unlawful and discriminatory class rates as charged the shippers located in the Indiana cities and towns above mentioned on traffic shipped to said Missouri River points in competition with shippers at Chicago and the other Illinois points above named.

V. That through rates on commodities to said Missouri River points from the above mentioned Indiana points via said defendants' lines of road are made the sum of local rates to St. Louis, Mo., applied as proportional rates to upper Mississippi River crossings, plus the local rates beyond the Mississippi River (with few possible exceptions where combination of locals may make on Chicago and Peoria rate points), while through rates on like commodities shipped from Chicago, Ill., and the above named Illinois points via said defendants' lines of road are made on basis of differentials to the Mississippi River crossings, plus the commodity rates beyond, resulting in grossly unfair, unlawful and unjustly discriminatory charges for transportation to the shippers located at the aforesaid Indiana cities and towns on traffic destined to said Missouri River points, as compared and in competition with shippers of Chicago and other Illinois points above named, illustrated in part as follows:

Mississippi River.	Mississippi River to Missouri River.	Through Rate.
35 ial	40 13 05 Fifth class	40 22 27
35 ial	13 13 07 1/2 Commodity rate	22 1/2 22 1/2
35 ial	24 07 1/2 Commodity rate	22 1/2 22 1/2
35 ial	13 13 05 Fifth class	22 22
35 ial	13 13 05 Fifth class	22 22
35 ial	14 07 1/2 Class A	24 1/2 24 1/2
35 ial	14 05 Fifth class	22 22
35 ial	14 07 1/2 Class A	24 1/2 24 1/2
35 ial	17 07 1/2 Commodity rate	22 1/2 22 1/2
35 ial	14 07 1/2 Class A	24 1/2 24 1/2
35 ial	23 1/2 07 1/2 Commodity rate	22 1/2 22 1/2
35 ial	14 05 Fifth class	22 22
35 ial	15 05 Fifth class	22 22
35 ial	11 05 Fifth class	22 22

COMMODITY.	From	To Mississippi River.	Mississippi River to Missouri River.	Through Rate.
Gas Engines, C. L.	Ft. Wayne, Indiana. Chicago, Illinois	Fifth class.	Class A.	.40
		Differential.	Class A.	.32
Road Machinery, C. L.	Ft. Wayne, Indiana. Chicago, Illinois	Fifth class.	Class A.	.40
		Differential.	Class A.	.32
Washing Machinery, C. L.	Ft. Wayne, Indiana. Chicago, Illinois	Fourth class.	Fourth class.	.46
		Differential.	Fourth class.	.32
Canned Goods, C. L.	Cayuga, Indiana. Chicago, Illinois	Fifth class.	Fifth class.	.33½
		Differential.	Fifth class.	.27
Handles, C. L.	Veedersburg, Indiana. Chicago, Illinois	Fifth class.	Class A.	.37½
		Differential.	Class A.	.32
Kitchen Cabinets, C. L.	Frankfort, Indiana. Chicago, Illinois	Third class.	Commodity rates.	.46½
		Differential.	Commodity rates.	.30
Farm Machinery, C. L.	Frankfort, Indiana. Chicago, Illinois	Fifth class.	Class A.	.38
		Differential.	Class A.	.32
Clay Working Machinery, C. L.	Frankfort, Indiana. Chicago, Illinois	Fifth class.	Class A.	.38
		Differential.	Class A.	.32
Stoves and Ranges, C. L.	Kokomo, Indiana. Chicago, Illinois	Fifth class.	Fifth class.	.36
		Differential.	Fifth class.	.27
Wire Fence, C. L.	Kokomo, Indiana. Chicago, Illinois	Commodity rate.	Fifth class.	.33
		Differential.	Fifth class.	.27
Canned Goods, C. L.	Kokomo, Indiana. Chicago, Illinois	Fifth class.	Fifth class.	.36
		Differential.	Fifth class.	.27
Castings, C. L.	Kokomo, Indiana. Chicago, Illinois	Fifth class.	Fifth class.	.36
		Differential.	Fifth class.	.27
Glass Bottles, C. L.	Marion, Indiana. Chicago, Illinois	Fifth class.	Fifth class.	.36
		Differential.	Fifth class.	.27
Iron Beds, C. L.	Marion, Indiana. Chicago, Illinois	Fifth class.	Fifth class.	.36
		Differential.	Fifth class.	.27

Furniture and Chairs, C. L.....	Marion, Indiana.....	Second class.....	.33½	Commodity rate.....	.22½	.56
	Chicago, Illinois.....	Differential.....	.07½	Commodity rate.....	.22½	.30
Lamp Chimneys, C. L.....	Marion, Indiana.....	Third class.....	.25	Third class.....	.35	.60
	Chicago, Illinois.....	Differential.....	.10	Third class.....	.35	.45
Iron Chain, C. L.....	Marion, Indiana.....	Fifth class.....	.14	Fifth class.....	.22	.36
	Chicago, Illinois.....	Differential.....	.05	Fifth class.....	.22	.45
Wind Mills and Pumps, C. L.....	Bluffton, Indiana.....	Fifth class.....	.15½	Commodity rate.....	.22½	.38
	Chicago, Illinois.....	Differential.....	.07½	Commodity rate.....	.22½	.30
Castings, C. L.....	Decatur, Indiana.....	Fifth class.....	.15½	Fifth class.....	.22	.37½
	Chicago, Illinois.....	Differential.....	.05	Fifth class.....	.22	.27

And other commodities which petitioners ask leave to enumerate and offer evidence with reference thereto at the hearing.

That said defendants have failed and neglected to grant to the shippers at the Indiana cities and towns above named on their respective lines of road reasonable and relatively fair commodity rates on traffic to said Missouri River points in keeping with the basis established and in effect from Chicago and the Illinois points above named on defendants' lines of road, to the great disadvantage of said Indiana shippers and unduly preferring the shippers at Chicago and the other Illinois points above named.

VI. Upon the above facts, as stated, the complaint charges the said defendants, as set forth in paragraphs III, IV and V, with violations of the said Act to Regulate Commerce, as follows:

VII. Violation of Section 1 of said Act: The charges made for the services rendered are unreasonable and unjust. It is claimed that a reasonable basis or adjustment for through class rates on traffic from the cities and towns in Indiana above mentioned to said Missouri River points by means of differentials to Mississippi River crossings, in relative proportion to the established differentials from Chicago and the above named Illinois points to Mississippi River crossings in effect and applying on traffic destined to said Missouri River points which are for first class 20 cents, second class 20 cents, third class 10 cents, fourth class 5 cents, fifth class 5 cents, class A $7\frac{1}{2}$ cents, class B $7\frac{1}{2}$ cents, class C 5 cents, class D 5 cents, class E 5 cents per 100 pounds, governed by Western Classification; that a reasonable basis or adjustment for commodity through rates on traffic from said Indiana cities and towns to said Missouri River points is by adding relative differentials up to the Mississippi River crossings, corresponding to the class or commodity differentials applying from Chicago and the above named Illinois points to Mississippi River, to the commodity rates beyond the Mississippi River.

VIII. Violation of Section 2 of said Act: The excessive charges demanded and collected for performing a like and contemporaneous service in the transportation of a like kind of traffic, is unjust discrimination.

IX. Violation of Section 3 of said Act: An undue and unreasonable preference is given to firms and localities, also unreasonable prejudice and disadvantage is imposed in other respects.

Wherefore the petitioner prays that the defendants may be required to answer the charges herein and that due hearing and investigation be had, and if, upon such investigation and hearing, it be found that other common carriers are necessary parties to this proceeding, in order that the orders of this Commission may be duly enforced, that such carriers be made parties defendant herein, and be required to make answer hereto, all to the end that after full and complete hearing and investigation, an order or orders be made commanding the said defendants to cease and desist from said violations of the Act to Regulate Commerce, and that this honorable Commission ascertain and determine the lawful rates and practices in the premises and an order or orders be made requiring the said carriers to conform thereto; that said defendants be ordered to establish a reasonable basis or adjustment for through rates on traffic from said cities and towns in Indiana to said Missouri River points, by

the adoption of a scale of relative differentials to the Mississippi River crossings, proportionate with the differentials as established and in effect from Chicago and the above named Illinois points to the Mississippi River on traffic destined to said Missouri River points, as set forth in Paragraph VII.

And the petitioner prays for such other and further order or orders and relief as the Commission may deem necessary in the premises.

RAILROAD COMMISSION OF INDIANA,

By WILLIAM J. WOOD,

Chairman.

WILLIAM J. WOOD,

Commissioner.

JOHN F. McCLURE,

Commissioner.

FRANK E. PAYNE,

Commissioner.

HENLEY, MATSON & GATES,

Attorneys for the Complainant,

805 Majestic Building, Indianapolis, Indiana.

Dated at Indianapolis, Ind., October 7, 1911.

No. 537. J. M. Buck & Co. vs. Toledo, St. Louis and Western Railroad Company. Switching Rates at Bluffton, Indiana.

The Commission having heard the above case on the 5th day of September, 1911, made the following order:

The Commission having investigated the above entitled case, and it appearing that the Toledo, St. Louis and Western Railroad Company charge a road rate of eight dollars and seventy-five cents (\$8.75) for switching cars loaded with logs, and ten dollars (\$10) for switching cars loaded with bolts from the connection of said company with the Bluffton, Marion and Eastern Traction Company to the yards of petitioners to a track known as the Buttertub switch, the distance from said connection to switch track being about one mile, and it appearing to the Commission that this is a switching service, the entire haul being within the yard limits of respondents, upon consideration—

It is Ordered, That on and after the seventh (7th) day of October, 1911, respondents shall cease and desist from making said charges for switching services.

It Is Further Ordered, That on and after the seventh (7th) day of October, 1911, and for five (5) years thereafter, respondents shall charge for said service the sum of three dollars (\$3) for each car, without reference to the loading of said cars and without reference to the size or weight or contents of the same.

It Is Further Ordered, That the Secretary mail a copy of this order to petitioner and to respondent.

No. 538. Bedford Industrial Association vs. C., I. & L. Ry. and C., T. H. & S. E. Ry. Cos.

The petitioner alleged that the respondent companies prior to the petition maintained a 50-cent rate on coal to city of Bedford from what is known as the Linton District; that in March 1911, said companies filed tariffs increasing said rate to 55 cents per ton, and further alleging that such rate should not be in excess of 50 cents per ton, and that the 55-cent rate is burdensome and oppressive. Evidence in the case has been heard and the case is waiting argument by counsel, which was agreed to be submitted by means of briefs. Cause still pending.

No. 539. Indiana Manufacturers & Shippers' Association vs. C. & O. R. R. Co. and Illinois Central Railroad Company.

This was a petition praying that the Commission's rates on fertilizers be established on the Illinois Central and C. & O. R. R. Co's. lines. Before the case was tried, respondents advised that they had put in said rates, and this being satisfactory to the petitioners, case was dismissed.

No. 540. Chicago, South Bend and Northern Indiana Traction Company vs. Pere Marquette Railroad Company. Application of the Traction Company to Construct and Maintain Gate at Crossing of the Lines of Said Companies.

On the 5th day of September, 1911, the following order was made in this case:

ORDER.

Comes now the Chicago, South Bend and Northern Indiana Railway Company and files its application for a right to maintain a gate at the crossing of its line with the siding of the Pere Marquette Railroad leading to an ice-house at Pine Lake, this State; and the Commission, finding that said siding is not parallel with the main line of said Pere Marquette Railroad, and that there is but one movement a day over said siding by said Pere Marquette Railroad Company, and that a gate at said crossing, as shown by Exhibit "A" filed herewith and at the point of crossing as shown by Exhibit "B" filed with the application herein, will be sufficient protection for said crossing, orders that said traction company be authorized to maintain a gate at said crossing, and the expense of constructing said gate and the maintenance thereof shall be borne by said traction company; and when said gate is installed said traction company is authorized to run said crossing without stopping when said crossing is shown to be clear for said road by the gate so constructed.

No. 541. C., S. B. & N. I. Tr. Co. vs. L. S. & M., S. Ry. Co. Application of Traction Company to Construct Gate at the Crossing of its Line With Said Steam Railroad Company Over an Industrial Track Immediately West of South Bend, Indiana.

On September 5, 1911, the following order was made:

ORDER.

Comes now the Chicago, South Bend and Northern Indiana Railway Company and makes application to the Commission for power to construct and maintain a gate as shown on blue print marked Exhibit "A" filed herein, at the crossing of its line over the siding known as Winkler's siding, from the Lake Shore and Michigan Southern Railway, immediately west of South Bend; and the Commission, being fully advised in the premises, grants said application and orders that the said traction company be authorized to maintain a gate at said crossing, and when said gate is in operation that said crossing may be run without stopping.

No. 542. C. & O. Ry. Co. vs. C., C., C. & St. L. Ry. Co. Application to Install Gate Over Industrial Track.

In this case on September 6, 1911, the following final order was made:

In the above matter, petitioners both uniting in said petition and showing to the Commission that the running of said Industrial Track, protected as hereinafter set out, would be safe, upon consideration—

It Is Ordered, That said companies are hereby permitted to install and maintain a gate, provided with a red light, over and across the spur track on Industrial Track leading from the main line of the Cleveland, Cincinnati, Chicago and St. Louis Railway to Indiana Soldiers' Home, at and near the city of Marion, Indiana, where said Chesapeake and Ohio Railway crosses said spur on said Industrial Track; said gate to be so placed and maintained as to be normally across the Cleveland, Cincinnati, Chicago and St. Louis Railway track, and to be protected manually by train crews, and so arranged that the trains on the Chesapeake and Ohio Railway can be and are hereby permitted to operate over said crossing without coming to a full stop.

It Is Further Ordered, That a copy of this order shall be mailed by the Secretary of the Railroad Commission to both of said petitioners.

No. 543. In The Matter of Increased Rates on Grain and Grain Products From Points on the G. R. & I. Ry. to Jeffersonville and Madison and New Albany.

On September 8, 1911, said party's Supplement No. 1 to I. R. C. No. 278 was suspended by order of the Commission. After.

wards, came before the Commission, E. C. Leavenworth, General Freight Agent of the G. R. & I. Ry. Co., and showed to it that so far as stations in this State were concerned, said supplement was based on a clerical error, and that therefore permission was requested to withdraw said tariffs and re-establish the old rates. Permission was granted, old rates re-established, and this case dismissed.

No. 544. Railroad Commission of Indiana vs. Grand Trunk Railway System. Inquiry into Dismissal of B. R. Tucker, Agent of Valparaiso, Indiana.

In the above case complaint was made by B. R. Tucker, operator at Valparaiso, that he had been discharged from the services of the company on account of giving information to our Block Signal Inspector. This matter was investigated by the Commission, and it was ascertained that Mr. Tucker had actually resigned from the services of the company by telegraph or letter. For this reason the Commission could proceed no further in this case. In order that the attitude of the Commission in such cases may be fully understood, we add to this published report a copy of a letter written by its Chairman to the Acting Superintendent of the Grand Trunk Railway System. It is proper to say that after this letter was written, Mr. Cunningham, said superintendent, appeared before the Commission, and gave evidence concerning this matter, and stated that he had no desire nor intention to evade or disregard requests of the Commission to come before it and explain this matter. The letter is as follows:

September 18, 1911.

File 544.

Mr. C. S. Cunningham, Acting Superintendent, Grand Trunk Railway System, Detroit, Mich.:

Dear Sir—I have your letter of the 15th with reference to the discharge of B. R. Tucker on account of giving information to our Block Signal Inspector.

The information which reaches this Commission that you discharged Tucker for answering questions propounded to him by our inspector is so positive that we are unwilling to pass it over simply on the statement in your letter, that Tucker was not discharged for this cause.

This Commission regards discipline as being so absolutely necessary to the safe operation of railroads that up to this time it has never demanded either the discharge or the reinstatement of any man by any railroad company. We have regarded the employment and the discharge of men as a prerogative of the management. But in a case like this, where, according to the information we have, and which we regard to be reliable,

the man was instantly discharged for doing his legal duty, we are of the opinion that our duties to the State and to the public demand that we shall take any possible steps to prevent such an outrage. In doing this we took it up with you, the person alleged to be the offender against the laws of this State. We asked you to come before us personally and show by your own word under oath, and by the testimony of any other person you might bring, whether or not these charges against you were true. You meet them with a simple letter in which you deny the charge.

Tomorrow we will hear this operator in person, and we will put him under oath. We have the statement of our inspector, which confirms what the operator has charged. You may come before us, or you may not, just as you choose to do, to enlighten us upon this subject. If you do not, or if you do, we will proceed to make a finding of the truth in the matter as best we can, and after doing that we will take such steps as the laws of this State justify to prevent occurrences of this kind, and if the laws are not sufficient, we will appeal to the next General Assembly, taking your case and your offense as an illustration, to give us power to prevent occurrences of this kind. Moreover, we propose, unless you see fit to give a charge of this gravity sufficient attention, to give it to the public press of this State and to forward these papers to the president of your company, in order that everybody may know, not only how you treat men (if you do treat them so), who respond to the questions of this Commission with reference to the safe operation of railroads in this State, but how you treat the summons of the Commission to come before it and explain so grave an offense.

Yours truly,

_____,
Chairman.

P. S.—Please use our file numbers in correspondence with this office.

No. 545. Cleveland, Cincinnati, Chicago & St. Louis Railway Company. Block Signals.

Case pending.

No. 546. Petition of the Chicago & Erie Railroad for Extension of Time Within Which to Equip Its Passenger Cars With Hand Brakes.

In the above case the following order was made:

In the above matter, it being shown to the Commission that the Interstate Commerce Commission has extended the time to change passenger train cars to comply with the standards prescribed by the Federal Act for three years, from July 1, 1911, and the Commission having had the same under careful consideration—

It Is Ordered, That the time to change passenger train cars operated by the Chicago and Erie Railroad Co., in the State of Indiana, to comply with the standards as to hand brakes prescribed by Chapter 169 of the Acts of 1911, is hereby extended for eighteen months from July 1, 1911.

It Is Further Ordered, That the Secretary shall transmit a copy of this order to the General Counsel of the Chicago and Erie Railroad Co.

No. 547. Petition of the Standard Oil Company for Permission to Maintain and Operate Existing Structures Without Legal Clearances.

Petition in this matter was filed on September 15, 1911, and was referred to the Inspection Department, with instructions to proceed to Whiting and carefully examine the clearances of the Standard Oil Company. On September 20th, the Chief Inspector filed his report and made certain suggestions for changes. The same was forwarded to the superintendent, requesting him to advise when his company had complied with the changes recommended, and that a proper order would be made by the Commission. These changes are now being made, and case is pending.

No. 548. Kilty Bros. et al. vs. C. & E. R. R. Co. Station Facilities at Bippus, Indiana.

In the above case the following opinion was rendered and order made as follows:

Wood, Chairman:

A petition filed by nearly 100 citizens praying that respondent be required to erect and maintain a suitable and adequate depot, and to keep same in condition as required by law, within the town of Bippus, Indiana, gives this Commission jurisdiction in the case.

The Acts of 1895, page 99, provide that railroad companies operating through cities or towns of 100 population, or more, shall provide and maintain suitable waiting rooms with separate water closets for men and women. The Railroad Commission Act of 1907 provides that railroad companies shall maintain adequate and suitable passenger depots, buildings and platforms and passageways to the adjacent street to be well lighted, depot to be well heated and kept in a sanitary condition and to be supplied with wholesome water, with closets for men and women. No limitations as to the number of inhabitants was made in this statute. The act of 1911, Chapter 238, Acts 1911, provides: "It shall be the duty of every steam railroad company to provide and maintain adequate depot, and depot buildings, and to keep such depots clean, well lighted, and well heated for the accommodation of the traveling public." Section 3 of this act requires the Railroad Commission to enforce it. These statutes must be construed together, and evince clearly the intention of the General Assembly that railroads operating in this State shall provide in cities and towns, complete depot accommodations for their patrons.

From the investigation made by a member of this Commission in this case, and the hearing of the case in the town of Bippus, we find that the Chicago and Atlantic Railroad Company (respondent being the successor of this corporation) commenced operation in 1882, and has ever since continued in operation through the town of Bippus. It appears that at this time a farmer owned the land about three-fourths of a mile east of Bippus, and gave the right of way through his farm on condition that the railroad company would erect a station depot adjoining his farm. The

station was therefore erected at this place and has since been maintained there to the great inconvenience of the people residing in the town of Bippus, three-fourths of a mile away. Without any further mention of this subject, any person who visits Bippus, and had occasion to use the depot, would come to the conclusion that the depot was located out in the country, it being at least one-half ($\frac{1}{2}$) mile from the last residence in the town of Bippus, and a farm and farm land intervening between the town and the depot. Another objection is, in order to get to the depot, part of the citizens of the town must cross the railroad twice, and all of the citizens must cross the railroad once. It seems to us, indeed, not too much to say that as matters now stand, the depot alleged to be at Bippus is not there at all, and is out in the country more for the accommodation of other persons, or of no person, than for the accommodation of the people of the town of Bippus.

The town of Bippus, according to the last census, has a population of 350. There are thirty miles of macadam roads connecting this town with the surrounding country, giving the business men of Bippus an opportunity to command business within a radius of at least five miles in each direction. The town is located seven miles from Andrews, its closest competitor. Bippus has a large tile works, large grain elevator, a creamery, two large department stores, a hardware store, a tin shop, a drug store, a hotel and restaurant, a boot and shoe store, a harness store, a blacksmith shop, a delivery and transfer stable, wagon shop, a telephone exchange numbering 600 or more patrons, a township high school building, three churches. The shipping and passenger receipts for the town of Bippus over the Chicago and Erie Railroad for three (3) months amounted to over \$7,650. Bippus has a State bank which was opened July 22, 1911, and has deposits of more than \$27,000. Passenger traffic in and out of Bippus is a fair average for a place of same size, and with recent changes in the schedule on the railroad it is believed that passenger travel will be much larger. A statement of the total business of the railroad station at Bippus for one year, rendered by the agent of the railroad, is as follows:

Statement of Business Done at Bippus for One Year, September, 1910, to September, 1911, Inclusive.

	Forwarded.	Received.	Total.
September, 1910	\$1,187 41	\$1,364 61	\$2,552 02
October, 1910	1,277 92	1,733 92	3,011 65
November, 1910	1,103 54	693 53	1,797 00
December, 1910	1,173 72	1,096 04	2,269 76
January, 1911	995 91	293 55	1,289 46
February, 1911	1,365 57	128 37	1,493 94
March, 1911	906 74	533 79	1,440 53
April, 1911	1,479 10	255 90	1,735 00
May, 1911	925 23	664 06	1,589 29
June, 1911	976 49	487 49	1,463 75
July, 1911	1,880 08	428 52	2,308 60
August, 1911	1,617 38	1,164 88	2,782 26
	<hr/> \$14,289 09	<hr/> \$8,844 24	<hr/> \$23,133 33

Efforts have been made to have the railroad company remove its station from its present location to some point where it really will afford depot accommodations to the town of Bippus. On one occasion, we are informed that an estimate was made of the entire cost of this removal, including the purchase of depot grounds, and the same was less than \$350. The citizens of the town raised enough money to remove the depot, and tendered it to the railroad company, but for some reason the project was abandoned and the depot was allowed to remain at its present impracticable, inconvenient and impossible location.

The defense made by the railroad company is that it will cost to remove the depot, together with the passing tracks located at this point, about \$8,000. From an ocular survey made by a member of the Commission we are of the opinion that it will not be necessary to expend anything like such a large amount of money. It is true the respondent claims that it is proposed to double track this road along this part of the line, and in order to maintain its block signal station it will be necessary to extend its passing tracks, entailing a large part of the expense referred to. The matter of double-tracking is, of course, indefinite as to whether or not it shall ever be done at all, or as to when it shall be done. The matter of expense for the block station will not be as great, we think, as is claimed by the company.

However this may be, the inhabitants of the town of Bippus, and the traveling public who visit that place, have a right under the laws of this State to adequate depot and depot buildings, to be well kept, well lighted, and well heated, and supplied with drinking water and with closets for men and women. There are no such accommodations at Bippus. The depot, such as it is, is entirely remote from the town of Bippus, inaccessible, and does not afford such station facilities as are required by the statutes of this State.

The Chicago and Erie Railroad Company, respondents, are accustomed to adopting the recommendations of this Commission. Their general counsel and their general officers have shown a disposition to do this, and to comply with the laws of the State with reference both to the convenience of the patron, and the safe operation of their lines. On this account we have given careful consideration to the reasons given for not providing depot accommodations at the town of Bippus, and after having done this, we are constrained to the conclusion that the respondent fails in this particular manner to comply with the laws of the State, or to satisfy the convenience and comforts of its patrons by maintaining depot accommodations at its present location. We shall therefore insist that adequate depot accommodations shall be maintained hereafter in the town of Bippus, and an order to this effect will be accordingly entered.

This matter having been carefully investigated, and a member of the Commission having visited the town of Bippus, carefully examining the location of the present depot, and having heard the representatives of the respondents at that place, upon consideration—

It Is Ordered, That respondents, within ninety (90) days from the date of this order, shall construct and maintain an adequate depot and depot buildings at the town of Bippus, the same to be located at or near the intersection of the north and south road passing through said town.

It Is Further Ordered, That respondents shall furnish to the Commission plans or blue prints showing the new location and the character of the depot building, and their statutory conveniences for said depot accommodations at the town of Bippus.

It Is Further Ordered, That the Secretary mail a copy of this order to complainants and to the superintendent of the respondents.

Afterwards the company filed with the Commission plans and blue prints for the depot at Bippus as ordered by the Commission. which plans were duly approved, and the construction of the depot is now progressing.

No. 549. Grand Trunk Railway Company vs. Lake Erie and Western Railroad Company. Interlocker at Stillwell.

This interlocker examined and approved, and case pending.

No. 550. H. H. Carson et al. vs. Evansville, Newburg & Suburban Railroad Company.

The petitioner alleged that the respondent company charges a rate of 15 cents from the city of Evansville to Garvin Station, a distance of 5.1 miles; that said charge is unjust and unreasonable, and praying that a ten-cent rate be established. Evidence in the case has been partially heard; cause pending for further evidence. Cause still pending.

No. 551. Grand Rapids and Indiana Railroad Company. Block System.

Case pending.

No. 552. Ohio Electric Railway Company. This was a proceeding Commenced to Enforce Compliance on Part of Said Company With the Recommendation of the Commission Requiring Separate Compartments for Motormen in Inter-urban Cars.

In November, 1911, the following order was made:

In the above matter, the Commission being advised that the Ohio Electric Railway Company will proceed to reconstruct its cars so as to provide separate cabs for motormen, on consideration, proceedings in this case are hereby abated.

No. 553. In the Matter of Prosecution of the Pennsylvania Railroad for Failing to Comply with Chapter 60 of the Acts of 1911, Requiring the Reconstruction of Cars so as to Afford Comfortable Cabooses.

This case was brought under Chapter 60 of the Acts of 1911, the same being an act to regulate the size and construction of cabooses, and provides penalties. The Pennsylvania Railroad Company failing to reconstruct their cars in accordance with said act, the suit was brought to compel compliance with the act and is now pending.

No. 554. Thomas Collins vs. Indiana Union Traction Company.

The petitioner sought to require the respondent company to erect a shelter shed at a highway crossing on the line of the Indiana Union Traction Company, located about seven miles from Logansport. The matter was disposed of in accordance with the following report:

McCLURE, *Commissioner*:

This was a proceeding seeking to require the respondent company to construct a shelter shed at the Clingenpeel highway crossing of the respondent's line located about seven miles from Logansport, this State. The respondent declined to grant the relief asked in the petition. The case was set for hearing and the matter investigated.

The crossing in question is located on the Logansport Division of the Indiana Union Traction Interurban Railroad between Logansport and Walton. The number of passengers from this point will average twenty per week. The travel is mostly to Logansport and Walton. Several school children make use of the line from this stop in reaching school, principally at Logansport. The local trains are frequently late, particularly in bad weather, and passengers are thus exposed at times of the most inclement weather.

The parties at the conclusion of the hearing were advised to adjust, if possible, this matter, to the end that a shed be constructed as asked in the petition. There was an ineffectual attempt made by petitioner and respondent to dispose of the case by mutual concession, and the Commission so advised. Thereupon I took the subject up with the parties and an agreement was reached whereby the traction company will furnish and deliver all the material for said shed and the petitioner will construct the same. The parties entered into an agreement in writing to this effect, a copy of which is filed herewith, and I recommend that the petition be dismissed.

No. 555. W. H. Hershman et al. vs. Lake Erie & Western Railroad Company and P., C., C. & St. L. Ry. Co.

In this case, concerning the separation of a grade crossing of the highway and railroad, on December 5, 1911, a full hearing was had, and on December 6th, the following order was made:

ORDER.

Complaint having been made by about two hundred residents of the neighborhood affected by the dangerous condition of the level grade crossing known as the "Noblesville and Indianapolis Pike" with the Lake Erie and Western Railroad about one and one-half miles south of the court house of Noblesville, Indiana, and the Commission having made full investigation of the condition of said crossing through D. E. Matthews, one of its inspectors, and having heard the petitioners by their counsel, William V. Rooker and Earnest E. Cloe, county attorney, and by the board of county commissioners of said county of Hamilton, and by the county council of Hamilton County, by its president, Dr. A. D. Booth, and having heard the railroad company by its attorney, J. B. Cockrum, and its general superintendent, H. A. Boomer, and its chief engineer, W. G. Atwood, and the evidence showing that several persons have been killed by trains at said crossing, and showing further that said crossing is used by many trains and by many persons traveling in automobiles, rendering the grade crossing not only dangerous to travelers on the highway but to passengers on the trains, and the Commission being fully advised—

It Is Now Ordered, That said Lake Erie and Western Railroad Company shall separate the grade of its crossing with the Noblesville and Indianapolis pike by carrying said pike under said railroad, and shall within six (6) months from the date of this order submit to the Commission plans and specifications for the separation of said grade.

It Is Further Ordered, That said plans and specifications shall provide for a roadway conforming to the uniform width of said Noblesville and Indianapolis pike, with sufficient height to admit the passage of wagons loaded with hay and other farm products; the width and height to be shown in the blue prints and to be approved by the Commission; and

WHEREAS, It is reported to the Commission that the authorities of the county, and the petitioners and persons generally who use this subway are extremely desirous that the same, including the approaches, shall run straight through under the railroad, without a curve, or other obstruction to view;

It Is Further Ordered, That said railroad company, in submitting its plans, shall make the subway and its approaches thereto straight, if possible, or as nearly straight as it is possible to make it, this part of this order being made by the Commission after conference with the petitioners and with reference to the fact that petitioners will be willing to contribute more to the separation of this grade if the same is made straight so as to afford them the greatest possible convenience in the use of the highway.

It Is Further Ordered, That the Secretary shall forward a copy of this order to petitioners and respondents.

No. 556. C. G. Birket et al. vs. Lake Erie and Western Railroad Co.

This was a petition filed by C. G. Birket and other citizens of Castleton asking for increased train service at that point. The case was formally heard in the rooms of the Commission on December 20th, and the fact developed that the town was enjoying service, in the opinion of the Commission, adequate to their wants, and the petition was denied and dismissed.

No. 557. C. & O. R. R. Co. vs. Wabash Railroad Company. Interlocker at Peru, Indiana.

Case pending.

No. 558. E., J. & E. Ry. vs. Gary & Interurban Railway Company. Crossing Device at Sommers, Indiana.

This matter concerns a crossing arrangement at Sommers, Indiana. The petition for the crossing was approved on condition that not more than one car on the interurban should run the crossing at one time. If trains of cars are to run this crossing the Commission will require additional protection.

No. 559. John V. Bower and Clyde M. Bower vs. Cleveland, Cincinnati, Chicago and St. Louis Railway Company.

This case was a petition for a switch on respondent's road in Marion County, Indiana. The said case was fully heard by Commissioner Payne, and on November 1, 1911, the following order was made:

ORDER.

It Is Now Ordered, That respondents, within sixty days from the date of this order, shall construct upon its right of way of the St. Louis Division, a spur or switch track, the same being in Marion County, located near to and east of the bridge of respondent over Little Eagle Creek, and described particularly as follows:

The switch point for the proposed spur track to be located at a point 14 feet east of the east end of the concrete coping which projects above the ballast on said Little Eagle Creek bridge; thence to on a curve to the left with a C., C., C. & St. L. standard No. 10 turn-out with a radius approximately of 602 feet for a distance of 76 feet to a No. 10 frog located on the north rail of the westbound track; thence on a curve continuing to the left with a radius of 573.14 feet for such distance as will extend said switch track along and upon the right of way of respondent until it reaches the property line of complainant's property. Said spur track to be located on a level grade from the frog point to the end thereof.

It Is Further Ordered, That respondent will connect up this track, the same extending about 134 feet on its right of way with a switch or spur track, to be constructed by complainant about 48 feet in length on petitioner's property.

It Is Further Ordered, That the expense and cost of constructing these tracks shall be borne by complainants.

It Is Further Ordered, That a copy of this order shall be mailed by the Secretary to the complainants and respondents.

Afterwards there was a petition for re-hearing and modification of the original order. The petition was overruled.

No. 560. Louisville and Nashville Railroad Company vs. Evansville, Mt. Carmel and Northern Railway Company. Interlocker at Big Four Connection of the L. & N. at Evansville, Indiana.

In this case the L. & N. R. R. Co. was given authority to proceed with the construction, and case is pending.

No. 561. H. F. Showalter et al. vs. L. E. & W. R. R. Co.

The petitioner prayed an order of the Commission to require the respondent company to erect a depot and maintain an agent at the time at Fairfield, Howard County, Indiana. Cause was set for trial, and evidence taken, and by agreement the matter was continued to give the respondent company an opportunity to purchase additional ground for the purposes of locating a station at its signal tower at the town of Fairfield, and the case is still pending a report in reference thereto.

No. 562. E. A. Graves et al. vs. P., C., C. & St. L. Ry. Co. Station Facilities at Upland, Indiana.

Case pending.

No. 563. Marion Commercial Club vs. Pittsburgh, Cincinnati, Chicago and St. Louis Railway Company, and the Chesapeake and Ohio Railway Company.

The petitioner herein prayed an order of the Commission to require the P., C., C. & St. L. Railway Company to interchange freight with the C. & O. Railway Company of Indiana at Marion, this State. The matter was heard and continued to enable counsel to file briefs in the case. At the time of the making of this report briefs had not been filed.

No. 564. Joe C. Burgess et al. vs. Pittsburgh, Cincinnati, Chicago and St. Louis Railway Company.

This was a petition for a depot at the village of Deerfield, Randolph County, Indiana. A hearing was had and the following opinion was rendered and an order made in conformity therewith:

McCLURE, *Commissioner*:

The petitioners, thirty-six in number, complain that the respondent does not maintain an adequate depot or freight house at Deerfield, a station on its line.

Upon the hearing had in this case it was shown that Deerfield is located in Randolph County, this State, on the Logansport Division of the P., C., C. & St. L. Railroad. It is about three and one-half miles east of Ridgeville, the junction point of the G. R. & I. and the line of the respondent and ten miles west of Union City.

When the railroad was built the village of Deerfield was located about one-half mile north of the track and from the point where the station was located. Subsequently, business enterprises sprang up near the line of road and in proximity to the station. At this time the population of Deerfield, including the old and new portion thereof, is approximately two hundred.

There are three general stores, a grain elevator, livery stable, graded school and churches.

Live stock to the amount of thirty or forty cars a year would be shipped from this point if facilities for handling the same were provided. It is estimated that the freight charges arising from the business done at the elevator will amount to \$3,000 per annum; that there is an additional revenue of \$1,000 derived from the freight business to and from this point.

It was further shown that an average of one hundred and fifty passengers board the trains of respondent at this point each month. No data is at hand to show the revenue derived from this source, but it is largely short haul traffic.

The railroad company maintains a shed at Deerfield to accommodate passengers and store LCL freight. This structure is about twenty-four feet in length by eight feet in width. The service rendered by the company in delivering LCL freight is very unsatisfactory. Merchants find it necessary to be present when shipments arrive in order to secure the same from the weather and prevent loss and damage in other ways. Much complaint was developed on account of loss of freight, as no one is present to check waybills, and conductors check their own bills. Much of the freight intended for Deerfield is consigned to the owners at Ridgeville, and the same is transported thence to destination by wagon.

In 1866, 2.84 acres of land were conveyed to the Union and Logansport Railroad Company and its assigns by one Fitzpatrick and Miller of Deerfield, conditioned that the railroad company "shall locate and maintain a depot on the land herein conveyed," or within short stipulated distance from it.

There was a depot with an agent in charge maintained at this point for many years and until the depot building was burned, several years ago. The conveyances above mentioned were accepted by the grantee and the land used as a depot site. After the depot was so destroyed the company constructed the shed heretofore referred to and have not since maintained a depot or agent at this point and do not use the land conveyed by Fitzpatrick and Miller for any purpose. No effort has been made by the company to reconvey the same, nor has any one occupied or held possession thereof except the railroad company since the conveyance by the grantors, Fitzpatrick and Miller, as hereinbefore mentioned.

The conveyance of this land under the circumstances and the subsequent failure of the company to comply with the conditions contained in the deeds would perhaps create a liability against the company in favor of the grantors.

Louisville, New Albany & Chicago Ry. Co. v. Sumner, 106 Ind. 55;

Louisville, New Albany & Chicago Ry. Co. v. Moore, 106 Ind. 600.

However, the fact that a depot was maintained at this point for a number of years and the company accepted deeds of conveyance of real estate upon which to construct depot buildings is worthy of consideration in determining the question of the reasonable necessity therefor at this time, particularly so, inasmuch as the business of the company at this point has increased instead of diminished.

There is an agricultural district, of which Deerfield is the trading point. Live stock, hay, grain and tobacco is produced in this district in paying quantities, and could be shipped from Deerfield more conveniently than elsewhere.

The company is required to make reasonable provision for the accommodation of the public in the way of depot facilities to accommodate its passenger and freight traffic. To do so would not require the expenditure of a large sum of money. It does not at this time furnish depot facilities adequate to properly meet the demands of the public at Deerfield.

The company will be required to construct a depot with adequate waiting and freight rooms and office, and file with the Commission for its approval blue prints of plans for the same on or before January 10, 1912, and an order to that effect will be entered.

ORDER.

The Commission having investigated the above entitled case, and being sufficiently advised in the premises, finds that the respondent company should construct and maintain a suitable and adequate passenger and freight station at Deerfield, this State; wherefore,

It Is Ordered, That the respondent railroad company construct and maintain a passenger and freight station at Deerfield, Indiana, on the line of its railroad and that said company is hereby ordered to file with the Railroad Commission of Indiana, on or before the fifteenth day of January, 1912, a blue print of the plans for the construction of said depot for the approval of said Commission, and also specifications covering the construction thereof, and

It Is Further Ordered, That said depot building shall be constructed and ready for occupation by March 20, 1912.

No. 565. Marshall Pugh et al. vs. C., H. & D. Ry. Co.

This is a petition to require the respondent railroad company to construct an overway crossing for the highway which crosses the line of respondent's road, which highway is located on the section line dividing Sections 34 and 35 in Township 16 North, Range 2 East in Marion County, Indiana, and known as Walnut Ridge Road leading to the Indiana Girls' School. A letter addressed to the superintendent of the company has received no response, and summons has been issued, and cause set for hearing.

No. 566. Chicago, Terre Haute and Southeastern R. R. Co. vs. Indianapolis and Louisville Railroad Company.

In this case on October 25, 1911, the following order was made:

The above matter refers to a crossing agreement entered into by the Chicago, Terre Haute and Southeastern R. R. Co. and the Indianapolis and Louisville R. R. Co., in Greene County, Indiana.

The conditions are set out in the copy of the agreement furnished the Commission and signed by the presidents of the two lines concerned.

Upon consideration, it is ordered that the method of crossing as submitted to the Commission is approved.

No. 567. City of Rushville. Petition to Construct Power Transmission Wires Over the Tracks of the C., H. & D. R. R. on Fourth Street in Said City, and the L. E. & W. and C., C., C. & St. L. R. R. on Fifth Street in Said City.

In this case on October 28, 1911, the following order was made:

WHEREAS, The city of Rushville, through its proper officers, has petitioned the Railroad Commission to authorize it to construct transmission power wires over the railroad tracks of the C., H. & D., the L. E. & W. and the C., C., C. & St. L. railways in Fourth and Fifth streets in said city, and the Commission being sufficiently advised in the premises, orders and directs that said city of Rushville be and is hereby empowered to construct in said city of Rushville where said tracks of the C., H. & D. Railroad in said city of Rushville where said tracks are in Fourth Street at the intersection of said street with Arthur Street, and to construct said transmission power wires over the tracks of the C., C., C. & St. L. and L. E. & W. railways where said tracks cross Fifth Street in said city.

And It Is Further Ordered, That said wires shall be suspended by means of white cedar poles, which shall have a diameter of not less than twelve inches at the surface of the ground nor less than six inches at the top, and shall have a length of not less than forty-five (45) feet; that the same shall be encased under ground in cement to a depth of not less than six feet; that said poles shall be equipped with double cross arms 4 x 4

inches, securely fastened to said poles by means of machine bolts passing entirely through said poles and cross arms and securely braced; said wires to be fastened to Western Union insulators, which shall be securely attached to said cross arms. Said wires shall be so adjusted as to be not less than thirty-seven (37) feet above the top of the rails at said railroad crossings, and at each crossing said span shall not exceed sixty-six (66) feet, and No. 6 copper wire shall be used at the point of crossing.

No. 568. Pennsylvania Company vs. C., I. & L. Ry. Co. Interlocker at Maynard, Indiana.

October 18th, petition and blue prints filed, referred to consulting engineer, examined October 29th. Engineer made report; on same day the Commission approved the report of the consulting engineer, and case pending.

No. 569. Ex parte Indiana Manufacturing Company. Insufficient Clearances.

In this case on November 21, the following opinion was rendered and order made:

McCLURE, *Commissioner*:

The petitioner in this case prayed an order of the Commission permitting the Indiana Manufacturing Company to use its coal track without providing the statutory overhead clearance. After the filing of the petition I directed an inspection of the track in question, and particularly the clearances in connection therewith. It was ascertained by report made by Inspector Zink that the overhead clearance is eighteen feet above the rail, and lateral clearances are seven feet, which brings this feature within the statute. The track in question is but fifty-eight feet in length and only one car can be accommodated on the track at one time. The president of the company advised the inspector that when the car was placed upon the track for unloading it would be unloaded before it was uncoupled from the engine and immediately removed and that walks would be placed beside the track in order that no danger would menace the yard men in performing their duties in connection with the switching in and out on this track.

In view of the fact that only coal cars are placed upon this track and that the lateral clearances are adequate, it is recommended that the prayer of the petition be denied and an order entered to that effect, but that the order carry with it a proviso that the Commission will not enter suit to recover penalty in the event that the company does not provide the statutory overhead clearance in this case.

ORDER.

WHEREAS, The petitioner has presented a petition to be permitted to use the coal track serving the Indiana Manufacturing Company at Peru, Indiana, without providing the statutory overhead clearance; and

WHEREAS, It appears that said track is only fifty-eight feet in length, and the overhead clearance is eighteen feet from the rail and the lateral clearances are seven feet from center; wherefore

It Is Ordered, That the prayer of the petition be denied and the right to use said track without providing the statutory overhead clearance, i. e., twenty-one feet, is refused.

It Is Further Ordered, That upon failure of the petitioner to provide the statutory overhead clearance at the side-track in question the Commission will not institute any proceeding to collect penalties on account of such neglect or refusal.

No. 570. Ex parte Bedford Light, Heat and Power Co.

The petitioner filed petition with the Commission requesting to be permitted to maintain the sidetrack used to receive its coal cars loaded with coal for said plant without observing the statutory clearance of seven feet from center of the track. Matter has been referred to the chief inspector of the Commission to inspect the premises, and advise as to the advisability of granting the petition. Matter still pending.

No. 571. A. C. Smith et al. vs. Vandalia Railroad Company and C., I. & L. Ry Co.

Petition filed alleging unreasonable joint rates on coal from points on Vandalia Railroad to stations on C., I. & L. Ry. between Indianapolis and Frankfort. The matter was heard on November 14th by Commissioners Wood and Payne, and on November 15th the following order was made:

In this case petitioners and respondents having been heard by witnesses and by their counsel, and careful investigation having been made, and the Commission being advised, upon consideration;

It Is Ordered, That on and after the first day of December, 1911, respondents cease and desist from charging the rate of 95 cents a ton on coal from the coal fields known as the Linton District to the towns of Sheridan, Kirklin, Broad Ripple, Carmel and Westfield, situated on the line of respondent, Chicago, Indianapolis and Louisville Railway Company.

It Is Further Ordered, That on or before the first day of December, 1911, respondents shall put in, publish, and make and charge a rate of 75 cents a ton on bituminous coal in carloads from the coal fields known as the Linton District to the towns of Broad Ripple, Carmel and Westfield, and 80 cents a ton from said district to the towns of Sheridan and Kirklin, on the line of respondent, said Chicago, Indianapolis and Louisville Railway Company, and shall continue to charge said rate for five years from the first day of December, 1911.

It Is Further Ordered, That the Secretary shall mail a copy of this order to petitioners and respondents.

No. 572. Henry C. Silver vs. C., B. & C. Railroad Company and John C. Curtis, Receiver.

The petitioner in this case sought an order of the Commission to require the C., B. & C. Railroad Co. and its receiver to permit him to use the company's siding and switch at Simpson, Ind., for the purpose of loading grain and hay and to deliver to him freight in carload lots. A hearing was had and the following opinion and order were entered therein:

McCLURE, Commissioner:

The petitioner alleges that he is a resident of Huntington County, Indiana, engaged in buying and selling grain, hay and other farm products, and coal; that he acquired a tract of one-half ($\frac{1}{2}$) acre of land adjoining the right of way of respondent company at a station on its railroad called Simpson, located in said county and State; that the respondent railroad company is engaged in the business of a common carrier and has at said station of Simpson, side-tracks and switches for the purpose of loading and unloading freight; that said company and its receiver are now refusing to permit the petitioner to enter the right of way of said railroad company for the purpose of unloading and loading cars, and has entered into a contract leasing to the firm of Weber & Purviance the exclusive use of the right of way of said company along and in front of the lands of the petitioner, and have conspired with said firm to hinder and prevent petitioner from engaging in his said business; that said firm has been granted the right to construct a fence between the right of way and petitioner's said lands and the same is constructed, thus preventing the petitioner from engaging in said business on his said premises by denying access to respondent's siding and switches. Prayer that respondents open the right of way and permit petitioner to have the rights of a shipper at said station in the conduct of his said business.

The respondents answer denying the charge of conspiracy, and that prior to the purchase of said real estate by the petitioner as alleged in his petition herein, the firm of Weber & Purviance had leased the right of way adjoining the said land of Silver for the purpose of conducting their business of buying and selling grain, hay and coal.

The evidence discloses substantially the following state of facts: Simpson is a stop of the C., B. & C. R. R. at a highway crossing in Huntington County about four miles east of the city of Huntington. A small store, the grain elevator of Weber & Purviance and a tile factory constitute the business enterprises located at this point. In July, 1907, William J. and Samuel F. Tribolet conveyed a strip of land sixty-six (66) feet wide, immediately adjoining the south side of the right of way, across the west half of the northwest quarter ($\frac{1}{4}$) of section twenty-eight (28) township twenty-eight (28) north of range ten (10) east in Huntington County, Indiana, for right of way of the C., B. & C. R. R., said conveyance was upon the condition that the said railroad company would maintain a private crossing over the railroad, and also a siding of sufficient length to accommodate two cars for the accommodation of the said

grantors, who were and are engaged in the manufacture, sale and shipment of clay drain tile.

The tile factory of said Tribolets being located north of the right of ways of both the C., B. & C. R. R. and the C. & E. R. R.

On the 22d day of April, the firm of Weber & Purviance acquired by purchase a tract of land four (4) rods wide, north and south, and twenty (20) rods long east and west, located in the southeast angle of the intersection of the right of way of the C., B. & C. R. R. and the Simpson highway. Weber & Purviance constructed on the said tract a grain elevator with a capacity of 8,000 bushels. On the 17th day of April, 1909, said firm of Weber & Purviance, and the said C., B. & C. Railroad Company, by its receiver, entered into an agreement wherein it was stipulated that in consideration of the construction of a grain elevator by them on said tract of land so purchased as aforesaid, said railroad company by its receiver would construct and maintain suitable and necessary sidings and loading tracks to properly accommodate the business of said firm. The receiver reserved the right to construct and maintain stock-pens for general use on the siding so to be constructed. Afterwards on April 28, 1909, said parties entered into an additional contract whereby said firm of Weber & Purviance became the lessees of all the right of way of the said railroad company south of its tracks and east of the Simpson highway for a distance of forty (40) rods. That said firm constructed an office, installed scales, and made other improvements at an expense of about seven thousand (\$7,000) dollars, including the building of said elevator. The company installed a siding east of the Simpson highway on the south side of the track, first for the use of the said Tribolets, and later extended the same siding westward, and in front of said tract purchased by the firm of Weber & Purviance to accommodate the business of said firm. The siding is three hundred and ninety-six (396) feet in length from the fouling point with the main line, and the extension made for the use of Weber & Purviance is wholly in front of the tract of land owned by said firm.

The petitioner in July, 1911, became the purchaser of a tract of four (4) rods wide and twelve (12) rods long containing about one-half ($\frac{1}{2}$) acre and lying immediately east of said tract belonging to said firm of Weber & Purviance and adjoining the right of way of said railroad. Said petitioner also owns a strip sixteen (16) feet wide running from said Simpson highway to said tract, intended to be used as a driveway to and from said tract belonging to petitioner.

Immediately west of the clearance point the said Tribolets have the use of eighty (80) feet on said siding for the purpose of handling their cars for loading and unloading, and this portion of said siding was originally constructed in compliance with their agreement with the railroad company when they conveyed the said sixty-six (66) foot strip heretofore described for right of way purposes. No stock-pens have been constructed at Simpson. Shipments in carload lots have been made from this point, the petitioner having made shipments of hay at various times from this place, and other miscellaneous carload shipments have been made from Simpson. The business done by the Tribolets in shipping tile is not extensive.

Weber & Purviance have handled approximately one hundred (100) carloads of freight per year, out, during the past two years. The petitioner would be able in his opinion, to handle 50 to 100 carloads per year. The territory that would be reached by the market at Simpson is somewhat limited. Four grain elevators are located at the city of Huntington a few miles to the west; two elevators at Markle four and one-half (4½) miles to the east; and Mardenis, located about 5 miles north on the Wabash Railroad, is also a grain market and supplied with elevator facilities. The petitioner is desirous of building an elevator on his land at Simpson and to engage in the grain, hay and coal business, and for this purpose desires access to the siding of the railroad to load and unload cars.

The petitioner can make use of the siding at Simpson without disturbance to the business of Weber & Purviance or the Tribolets.

Under the facts set out above, we think it is clear that the siding in question is a public track made use of by the company to handle all shipments in carload lots offered at this place, and the company would have the right to install stock pens on this siding for general use. The firms of Weber & Purviance and Tribolets have a right to the use of this track to handle their business without delay or hindrance, but to this extent only is the siding subject to private business that is paramount to public use.

The exclusive use of the right of way for a distance of forty (40) rods or more than the length of the siding in question by Weber & Purviance is not, as it appears to the Commission, necessary to properly take care of their business. They bought land for this purpose and constructed an elevator thereon with a capacity of 8,000 bushels. They ship about 100 cars per year, not more than two cars per week. This strip would be 660 feet in length, about two city blocks. The need of more land upon which to erect a corn-crib was shown to be unnecessary. The fencing on the right of way was evidently with intention to prevent access to the siding by other persons. The limited amount of business at this point in grain, hay, and coal might, we think, cause a prudent person to hesitate before engaging therein, particularly so when it calls for the investment of a substantial sum of money in order to successfully meet competition. However, this is a question only for the petitioner or any other person of like mind.

The railroad company or its receiver cannot be heard to say that a certain line of business on the road is adequately served and facilities will not be furnished others desiring to engage therein. Section 13 of the act of March 9, 1907, commonly known as "The Commission Act," defines certain unjust discriminations. Subdivision (a) is applicable here and is as follows: "(a) It shall be unjust discrimination for any such railroad company to make or give any undue or unreasonable preference or advantage to any particular person, firm, corporation or locality, in connection with the transportation of any persons or property, or to subject any particular kind of traffic or any particular person, place or locality, to any undue or unreasonable prejudice, delay or disadvantage in any respect whatsoever."

It seems to be clear that the contract leasing Weber & Purviance the right of way for a distance of forty (40) rods was entered into by the

receiver with a view of protecting the firm of Weber & Purviance as against the competition of any other grain merchant at that point by giving that firm an opportunity to block access to the siding by any other shipper. This cannot be lawfully done by the company or its receiver. Whenever a railroad company installs a switch or siding for the use of the public, every one complying with the reasonable rules of the company will be entitled to the use of such siding to load and unload cars. The petitioner is entitled to such use of said siding, but the right of Weber & Purviance and the Tribolets to the use of said siding shall not be impaired, except said firm of Weber & Purviance shall exercise no rights hostile to petitioner under said lease of April 28, 1909.

And an order to that effect will be entered.

ORDER.

The Railroad Commission of Indiana, having heard the evidence in the above entitled case, and being fully advised in the premises, does now order and direct that said respondent railroad company, and its receiver, permit and allow the petitioner herein to enter upon the right of way of said railroad company adjacent to petitioner's real estate, as described in the petition herein, for the purpose of loading grain, hay and other farm products for shipment from said point, and for the purpose of unloading inbound shipments to petitioner.

Nothing in this order shall be construed to exclude the firm of Weber & Purviance, or its successors, or Tribolet Brothers, or their successors, from the use of said track in loading or unloading their shipments to and from said point. It is further ordered that this order shall be in force and effect for a period of five years.

Ordered By the Railroad Commission of Indiana.

No. 573. A. L. Aldridge et al. vs. C., I. & W. Ry. Co. (C., H. & D. Ry.) Station Facilities at Rushville.

This case was heard by Commissioner McClure at the Court-house at Rushville on November 4, 1911, and the following opinion was rendered and order made:

McCLURE, *Commissioner*:

The petitioners complain that the respondent company does not maintain adequate and proper depot facilities for its passenger traffic at Rushville, Indiana.

The complaint was investigated by the Commission by the inspection of the depot building in question, and hearing evidence at the city of Rushville, Indiana, in reference thereto. The passenger station of respondent in said city is a one story frame building erected about 50 years ago, and is quite small. There is but one waiting-room, about 15 feet by 18 feet interior dimensions; a telegraph and ticket office 10½ feet by 18 feet; a baggage-room 9 feet by 12 feet; closets for men and women have been added within recent years to the building and are accessible from the general waiting-room only and are in nowise protected or screened save

by the doors opening to the same. There is a small shed to the east of the building, and also between the main building and the baggage-room. The waiting-room is provided with partitioned benches sufficient to accommodate 16 persons. The room will accommodate about 25 additional persons, standing, or about 40 people would fill the room to the extent of its capacity without extreme crowding.

Rushville is a prosperous city of about 5,000 population; five railroads, including one electric line, supply its transportation facilities. It has a fine system of graded schools with a number of commodious buildings, churches, numerous storehouses, business and manufacturing enterprises. The surrounding country is fertile in agricultural lands and is densely populated.

The evidence developed the fact that the passenger business yields the respondent \$18,000 to \$20,000 per year, and its freight business amounts to from \$40,000 to \$50,000 per year.

The Commission in a hearing involving the same subject some four years ago found that the estimated cost of this depot was \$800, and that about \$500 in repairs were added in 1906, making the total expenditure for construction and repair about \$1,300. It was ascertained at the hearing that the depot as originally constructed contained separate waiting-rooms for men and women; that by reason of a collision occurring at a point where the depot is located, the west end, including one waiting-room, was destroyed, and when the building was repaired it was reduced in size and only one waiting-room provided. Since the construction and operation of the I. & C. traction line, paralleling the C., H. & D. R. R. from Connersville to Indianapolis, the local travel has been largely diverted to the traction line.

However, there are four trains each way, per day, over respondent's line, all but one of which stop at Rushville for passengers and express. The average daily ticket sales of the respondent at Rushville is between forty and fifty. This does not take into account passengers traveling on return tickets, nor those paying their fare upon the trains. In the summer months excursions are run as often as once a week to Indianapolis and Cincinnati, and frequently public meetings and special occasions increase the traffic much above the average on such days. Frequently the waiting-room at this station is overcrowded and inadequate to accommodate the traveling public that legitimately has a right to use the station in connection with the movement of respondent's passenger trains. Frequently the air of the waiting-room is foul with tobacco smoke, rendering it an unfit place to accommodate women and children who go there to become passengers of the road.

The Legislature in 1889 passed an act requiring railroad companies to maintain suitable waiting-rooms in all cities and towns of the State having a population of 250. In 1895 an act was passed which, by implication, repealed the act of 1889 (Acts 1895, page 99), requiring all railroad companies operating lines through cities and towns of 100 population or more to provide and maintain suitable waiting-rooms, together with separate water-closets for men and women for the convenience of the traveling public, and that the same shall be kept open for a period of one hour preceding the arrival of all passenger trains that are allowed by

schedule or flagging to stop at all stations. Subdivision "B" of the act of March, 1907, enlarges the act of 1895 by providing that whenever the Railroad Commission shall secure reliable information, or complaint shall have been made, or because of reports made by its inspectors shall have reason to believe that any carrier as now required by law does not maintain adequate and suitable passenger depot buildings and platforms, said depots with the passage-way to the adjacent street to be well lighted, to be kept well heated and in approved sanitary condition, supplied with wholesome water and closets for men and women and to be kept open at least one hour before, and 15 minutes after the arrival of each passenger train stopping at said station.

By the act of March 6, 1911 (Acts 1911, page 603), it is provided in Section 1 thereof that it shall be the duty of every steam railroad company to provide and maintain adequate depots and depot buildings and to keep such depots clean, well lighted and warm for the accommodation of the traveling public. Section 3 of the act of 1911 makes it the duty of the Railroad Commission to enforce Section 1 thereof, and upon the filing of a petition, signed by not less than 25 patrons of the railroad at such station, setting forth that the depot facilities are not in conformity with the provisions of Section 1 of the act, it becomes the duty of the Commission to make such investigation as may become necessary, and if the Commission shall determine that the depot facilities are not suitable, and not in conformity with the act, it shall direct the railroad company to provide such facilities as shall be in conformity with the provisions of the act. These statutory enactments should be construed together in determining the duties of the companies in respect to the maintenance of depot facilities along the line of the roads.

It is clear from the provisions of these statutes that it is incumbent upon the railroad companies to maintain depots of sufficient size to reasonably accommodate the traveling public making use of the carriers' trains for transportation, as well as those persons who have occasion to go to the station for the purpose of transacting business with the company's agents or to assist, or accompany passengers to stations or to meet them upon arrival of trains.

To maintain adequate depot facilities, including separate closets for men and women, implies that such facilities shall be so provided, and arranged that the same may be used with comfort and with due regard to the proprieties justly incident to a collection of persons composed of men, women and children. When the number using a depot at given times is great, the facilities require increase; when the number is quite small, the facilities may be quite simple and be adequate.

In this case we conclude from the investigation, a view of the building and premises set out in this report, that the respondent company does not provide a suitable and adequate depot with necessary waiting-rooms at Rushville, Indiana.

We further find that a depot should be provided at that point having separate waiting-rooms for men and women. It is directed that an order be entered directing the respondent to submit on or before the first day of January, 1912, suitable plans and specifications and blue prints for the construction of a depot at Rushville, Indiana, and that said plans, speci-

fications and blue prints provide for a building having the appointments herein specified and in other respects be adequate for depot purposes at said place.

The Commission having heard the evidence, and inspected the premises, and being sufficiently advised, finds that the depot building maintained by the respondent on its line at Rushville, Indiana, is insufficient and inadequate for the purposes of such building.

It Is Ordered, That said company construct a new and adequate depot building at such point, and said respondent shall submit to the Railroad Commission of Indiana, on or before the first day of January, 1912, plans, specifications and blue-prints for an adequate and sufficient depot building at said point having separate waiting-rooms for men and women and sufficient room for the accommodation of baggage; and that separate water-closets be provided for men and women, accessible from such separate waiting-rooms.

It Is Further Ordered, That after the approval of said plans and specifications said respondent company shall construct such proposed depot buildings not later than the fifteenth day of May, 1912.

No. 574. W. E. Havens et al. vs. Pittsburgh, Cincinnati, Chicago and St. Louis Railway Company.

The petitioners sought an order of the Commission to require the respondent company to construct a depot on its line in the city of Rushville, Ind. The matter was referred to Commissioner McClure, who held an investigation in the city of Rushville, November 23, 1911. The following opinion and order were entered in the case:

McCLURE, Commissioner:

The petitioners allege they are residents of Rushville, Indiana; patrons of the respondent railroad company which operates a line of railway from Madison, Indiana, to Cambridge City, Indiana, through the city of Rushville for the carriage of freight and passengers, and that the station provided for the use of passengers, and used by the railroad company, is not provided with separate waiting-rooms for men and women, and there is but one room available for the use of the passengers and patrons; that the room is poorly ventilated and is unsanitary, and that said depot is inadequate for the needs of the traveling public and proper transaction of business with said railroad company at that point, and praying that an order be issued requiring the said company to erect at the said city of Rushville a depot sufficient to accommodate the business of the company at that point. On November 24, 1911, at the Court House in the city of Rushville, Indiana, an investigation was held inquiring into the matter as set forth in the petition. The respondent operates a line of railroad extending from Madison, Indiana, to Cambridge City, Indiana, that the travel accommodated by this line of railroad through Rushville is of a local nature extending as far south and west as Madison, and north and east to Cambridge City. The respondent operates two trains

each way a day over this line. The receipts from passenger traffic at Rushville are in round numbers \$600 per month, and the freight business about \$30,000 per annum.

Rushville is a city of 5,000 population. It is progressive in business, having a large mercantile trade; well supplied with stores, schoolhouses and churches. The country in the vicinity of Rushville is rich in agricultural lands, and is thickly populated. The depot building used by this company at this point is a brick building, approximately 36 x 50 feet. The south half of this building, including 15 feet off the entire west end thereof, is used as a freight depot. The waiting-room is 15 ft. 6 in. by 18 ft. 10 in. in dimensions. The ticket and telegraph office is at the east end of the building and is about 6 ft. by 18 ft. The waiting-room is provided with a seating capacity for about 16 people; closets are connected therewith, and are entered by unscreened doors leading from the waiting-room. The testimony shows at times the waiting-room is not sufficient to accommodate the people who are at the station awaiting the arrival of trains. The superintendent of this division of the road was present at the hearing and advised that the company had improvements to the station in contemplation. The station building is substantially built of brick, although constructed originally for the purpose of a roundhouse. The Commission is of the opinion that improvements could be made to increase the accommodations for passengers at this point and be adequate to the demands thereof. If the entire north half of the building were used as a passenger depot, having waiting-rooms for men and women (with the office located between the two), and with closets reached from each room, there would then be two waiting-rooms about 13½ x 18 feet. The depot thus remodeled and improved would be sufficient to accommodate the needs of the traveling public at that point and it would be free from objections as to sanitation. A new building would add to the appearance of the city at that particular point, but the structure owned and used as a passenger station is too substantial and valuable to be condemned. The Commission is advised by the company that the changes suggested herein will be made if so required. The Commission will enter an order directing the company to submit to the Commission for its approval, plans for the changes herein suggested, and to make the changes to conform therewith by the 1st of March, 1912.

ORDER.

The Commission having heard the evidence in the above entitled case, and being well advised therein, orders and directs that the respondent company file with the Commission on or before January 15, 1912, blueprint of plans and specifications for the altering and changing of its passenger station in the city of Rushville, Indiana; that said plans and specifications shall provide for separate waiting-rooms for men and women with closets attached to each room, and that the office of the agent for said company be located between said waiting-rooms and that the entire north half of said building be used for passenger depot purposes.

Upon application of the respondent company the order herein entered was modified to read as follows:

MODIFIED ORDER.

The Commission, having heard the evidence in the above entitled case and being well advised therein, modifies its order heretofore entered on the twenty-second day of December, 1911, so that the same shall read as follows:

The Commission now Orders and Directs that the respondent company, having filed its blue-print of plans and specifications for the altering and changing of its passenger station in the city of Rushville, Indiana, and said plans providing for separate waiting-rooms for men and women with closets attached to each room, and the office of the agent for said company being located at the east end of the station building, said plans are now approved and the Commission

Orders and Directs that the changes and improvements indicated by said plans shall be made and completed on or before February 15, 1912.

No. 575. Baltimore & Ohio Southwestern Railroad Company. Insufficient Clearances.

Case pending.

No. 576. Southern Railway Company. In the Matter of Box Car for Depot at Lamar, Indiana.

In the above case on the 14th day of November, 1911, the following order was made:

In the above matter the Commission being informed that there are less than 25 inhabitants at Lamar, Indiana, and that said citizens are satisfied with the said box car now provided for depot accommodations for said place; there is no agent maintained at said station and that the present accommodations are entirely adequate, upon consideration

It Is Ordered, That the time for using said box car for a waiting room at said station is hereby extended to January 1, 1913, or until further orders of this Commission.

It Is Further Ordered, That the Secretary mail a copy of this order to the general superintendent, and to the general counsel of the said Southern Railroad Company.

No. 577. C. W. Bauermeister & Co. et al. vs. C. & E. I. R. R. Co.

In this case on November 20, 1911, the Commission made an order suspending the effective date of certain items affecting switching in the city of Terre Haute, and set down the sixth day of December, 1911, as the time for a hearing as to the propriety of said items of certain tariffs so suspended. Afterwards the hearing was postponed and assigned to take place at Terre Haute on Friday, December 15, 1911; before the hearing took place the petitioners and respondent adjusted the controversy, and advised the

Railroad Commission that the same had been settled satisfactorily to all parties, and thereupon an order was made dismissing the case.

No. 578. The Chicago, Indianapolis and Louisville Railway Company vs. Indiana Union Traction Company.

The petitioner alleged that the tracks of the petitioner and respondent intersect each other at Carmel, Broad Ripple, and at the Millersville Pike, in Marion County, this State, that the petitioner is now laying ninety-pound rail; that the crossings at such intersections are constructed of seventy-five pound rail; that in view of the installation of an automatic signal system it is necessary to change the signals, and therefore the petitioner prays that an order be made requiring the installation of new crossings at the points in question. The matter was set down for hearing, and upon the appearance of the parties the matter was taken up by the Commission, and after a short conference it was agreed between the parties that the crossings in question should be renewed. The matter was disposed of by the following stipulations:

1st. That the respondent shall put in at its own expense crossings of ninety-pound rail at each of the three crossings named in the petition, and that this shall be done without delay.

2d. That the respondent shall change the derails at the Carmel crossing from split point to Wharton derails, and that this change shall be made without delay.

3d. That the respondent shall have as its own the crossings and derails so replaced by it.

4th. That the petitioner shall pay to said respondent the sum of four hundred and thirty dollars (\$430).

And the petition was dismissed.

No. 579. Frank E. Peterson et al. vs. L. S. & M. S. Ry. Co. Station Facilities at Porter, Indiana.

Case pending.

No. 580. J. F. Cameron vs. Wabash Railroad Company. Train Service at Hamilton, Indiana.

Case pending.

No. 581. Charles E. Barnhardt et al. vs. I. & C. Tr. Co. Overcrowded and Unsanitary Condition of Cars.

Case pending.

No. 582. Ex parte Pennsylvania Railroad Company. Shelter Shed at Kosciusko, Indiana.

In this case the following order was made:

WHEREAS, The Pennsylvania Railroad Company has submitted to the Railroad Commission of Indiana blue-prints of drawing of the proposed shelter shed and platform at Kosciusko, Indiana, and the Commission having inspected said blue-print of drawings and specifications for the construction of said shelter shed and platform, and being advised in the premises, now approves said plans and specifications for the construction of said shelter shed and platform.

No. 583. George B. Burnside et al. vs. B. & O. S. W. R. R. Co. Station Facilities at Vincennes, Indiana.

Case pending.

No. 584. J. M. McDowell et al. vs. Vandalia R. R. Co. Station Facilities at Vincennes, Indiana.

Case pending.

No. 585. J. M. McDowell et al. vs. C., C., C. & St. L. Ry. Co. Station Facilities at Vincennes, Indiana.

Case pending.

No. 586. J. M. McDowell et al. vs. C. & E. I. R. R. Co. Station Facilities at Vincennes, Indiana.

Case pending.

No. 587. Ex parte Connersville Wheel Works. Application to be Relieved of Making Legal Clearance.

The petitioners requested the Commission to be permitted to saw off the eaves of the roof of one of their buildings in order to make legal clearance. The case is pending.

No. 588. Woodburn Masson et al. vs. Indiana Union Traction Company.

The petitioners on their own behalf and for citizens residing on the Broad Ripple line of the Indiana Union Traction Company between the north line of Indianapolis and the south line of Broad Ripple, complained that the service furnished by the company between Broad Ripple and Indianapolis was inadequate and insufficient to comfortably carry the passengers who are compelled to use

the company's cars between said points, and especially between the hours of 7 a. m. and 9 a. m. and 4 p. m. and 7 p. m., further alleging that the steps are inconvenient by reason of being narrow and high from the ground and that the ventilation of the cars used on this line is inadequate and insufficient and that the company furnishes no electrical device on the cars on its said line in order that warning may be given to the motorman or conductor by passengers for the purpose of stopping the car at desired points. The matter was investigated by the Commission and a number of witnesses heard upon the issues involved in the petition. In a short time after the hearing, before the case was finally presented and submitted to the Commission for decision, the parties arrived at an adjustment of the causes of complaint and the petition was dismissed.

No. 589. Petition of Southern Railway Company to Use Box Car as a Temporary Depot.

The Southern Railway Co. petitioned the Commission for permission to use their box car for depot at Johnsbury, Ind., until they could get the lumber and rebuild the station at that point. The petition granted.

No. 590. Rates on Fertilizers.

Petition of the Indiana Manufacturers & Shippers' Association to require certain railroads to put in fertilizer rates heretofore made by the Commission for other lines. It appears from the petition that the Lake Erie and Western Railroad, the Chicago and Eastern Illinois Railroad, the Baltimore and Ohio Railroad, the Toledo, St. Louis and Western Railroad, the Cincinnati, Hamilton and Dayton Railroad and the Evansville and Terre Haute Railroad are lines which were not included in the order of the Commission in No. 41, fixing fertilizer rates in this State. The petition, as said above, seeks to extend the fertilizer rates fixed by the Commission for the other lines to these lines. The case is pending.

No. 591. Ex parte Anchor Stove and Range Company.

Application of the Anchor Stove and Range Company to be permitted to use switch in the petitioner's building without maintaining statutory overhead clearance. The following order was entered in the case, which disposed of the same:

The Commission being advised that the petitioner, the Anchor Stove and Range Co., of New Albany, Ind., has a siding from the C., I. & L.

Railway passing through its four-story building; that the clearance from the tracks to the floor of the second story of the building, immediately above, is 14 feet, four inches; that trainmen are not permitted to enter said building on cars moving over said siding, and that when cars are ready to be removed from the building they are removed by the employes of the petitioner; the Commission, being advised in the premises, denies the petition, but it will not institute any suit to collect penalties for failure to maintain the statutory clearance of 21 feet above the switch in question.

No. 592. Ex parte Hydro-Electric Light and Power Company.

Application of Hydro-Electric Light and Power Company for approval of its plans and specifications for the construction of transmission power wires over the tracks of the C., H. & D. R. R. at Connersville, Indiana. The Commission having examined the blue-prints and plans and specifications of petitioner's power wire over the tracks of the Cincinnati, Hamilton and Dayton Railway Company at Connersville, Ind., finds that the same are in conformity with the statute of March 6, 1911, and approves the same and authorizes the said company to construct its wires in conformity with its said plans and specifications.

No. 594. B. F. Drake et al. vs. P., C., C. & St. L. Ry. Co.

This is a petition for an order against the respondent requiring it to construct a depot at its stop at Lewis Creek on its Cambridge City branch. The matter was set for hearing and the Commission heard a number of witnesses as to the present train service, the passenger and freight traffic from said point and the character of depot service rendered by the company at that point. It appearing that the service was inadequate and that the superintendent of the company acknowledged that better facilities should be provided at this place for caring for passengers, it was agreed that Superintendent Kron of the company and a committee of citizens should meet and if possible decide upon the improvements that should be provided by the company at this point, and the case is thus pending.

No. 595. Paul Robertson vs. The Pullman Company.

This was a petition to fix the rates on Pullman Parlor Cars from LaFayette to Indianapolis. It appears that the former rate was 25 cents for each seat, which was raised by the Pullman Co. to 35 cents. The petition alleged that the rate was unreasonable and asked the Commission to fix the rate at 25 cents. The Com-

mission called before it the general passenger agent of the Pullman Company and indicated that in making an order in this case it would probably grant the prayer of the petition. Acting on this intimation and on the request of the Commission, the Pullman Company filed in satisfaction of the petition tariff, effective February 1, 1912, fixing the rate at 25 cents as prayed for in the petition. and thereupon the case was dismissed.

No. 596. J. B. Flint vs. St. Joe Valley Railway Company.

The petitioner filed a claim against the company for loss accruing on account of damage to freight. Matter is pending investigation.

No. 597. J. H. Klepfer et al. vs. C., C., C. & St. L. Railway Company.

The petitioners alleged that the crossing of the highway in the village of Oaklondon, Marion County, Ind., by the tracks of the respondent company is dangerous, and prayed that the Commission order that the same be protected by watchman. The matter was investigated, a number of witnesses of the village and vicinity testifying, and afterwards an order was issued requiring the company to maintain a flagman at this crossing between the hours of 7 a. m. and 6 p. m., and said respondent acquiesced in said order.

APPENDIX III.

Informal Proceedings.

INFORMAL PROCEEDINGS.

A. R. No. 557. Train Service at Pekin.

George M. Johnson vs. C., I. & L. Ry. Co. The Commission was advised on February 4th by the general manager of the C., I. & L. that train No. 5 would be stopped at Pekin to let off passengers for that point and to stop on flag for passengers for all points at which this train makes regular stops. An order was entered to this effect and the file closed.

A. R. No. 752. F. W. Samuels vs. Vandalia Railroad Co.

Mr. Samuels complained to the Commission that he was charged a 40-cent fare from Bridgeport to Indianapolis by a conductor on one of the company's trains, the distance being 9 miles. The matter was taken up with the company and it was found that the rule governing the conductor in such instances as this, Bridgeport having been abandoned as a passenger station, was to charge the passenger the rate from the first station back where passengers were taken, in this instance, Plainfield, to the point of destination plus the excess 10-cent fare for failing to have ticket. The regular rate from Plainfield to Indianapolis is 30 cents, which was charged Mr. Samuels in this instance, together with the 10-cent excess fare for failing to have a ticket. After consultation with the legal department of the railroad company, the rules of the company in force, being 22 and 23, were abrogated, and rule 22, reading as follows, substituted:

"22. Persons must be prevented, if possible, from boarding trains at non-scheduled points where tickets are not on sale. Any person boarding a train at any such place must be put off before the train starts, or if not discovered until after the train starts such person must be required to pay fare from the point at which the train is boarded to the next station at which the train is scheduled to stop at the rate of two cents per mile if intrastate, or the regular interstate fare from the first tariff station back from which there are interstate fares to the next station at which the train is scheduled to stop if it is beyond the State line; Provided, always, however, persons shall not be prevented from boarding trains at Bridgeport when stopping at that point to receive or discharge express matter."

The petitioner was advised and the case closed.

A. R. No. 753. Ex Parte Hornbrook-Price Co. Classification of Watering Troughs.

The Hornbrook-Price Company wrote the Commission advising that it was manufacturing watering troughs of different sizes with flaring ends, and that if the top strips and legs were removed the smaller would nest perfectly in the larger, and that according to Official Classification No. 34 the company in shipping would be entitled to have their shipments thus made in L. C. L. lots as second-class freight instead of a higher classification and a greater freight charge. The classification "KD" in sections nested, crated or boxed, second class, was interpreted by the railroad companies to mean that the troughs should be taken apart and the parts nested or crated separately and when arriving at destination these parts to be assembled. The Commission held a conference with the representatives of the Hornbrook-Price Company and the C., I. & L., C., H. & D., L. E. & W., P., C., C. & St. L., the Vandalia and C., C., C. & S. L. R. R. companies, and it was agreed that the Hornbrook-Price Company should make application to the Official Classification Committee of the C. F. A. territory for a modification of the rule governing the classification of watering troughs and tanks. The Hornbrook-Price Company was communicated with by the Commission, relative to this subject and it advised the Commission that after considering the subject further it did not consider the matter of sufficient importance to obtain the modification of the rule referred to to take any further steps in the matter and thanked the Commission for its efforts and courtesy in the matter, and the case was closed.

A. R. No. 766.

Case still pending.

A. R. No. 829.

The complainant withdrew its complaint and the case was closed.

A. R. No. 830.

Transferred to Formal Docket No. 445. The matter investigated, decided and order entered.

A. R. No. 860. Mary A. Cook vs. Winona Interurban Ry. Co. Shelter Shed at Woodward Crossing.

Matter taken up by correspondence with the officials of the Interurban Railway Company and on February 16th the Commis-

sion was advised that the shed had been installed and the case closed.

A. R. No. 863. In Re Excess Fares on I., C. & S. Traction Co.

After the filing of the last annual report the Commission was advised by the general manager of the I., C. & S. Traction Co. that it would keep its office open at Columbus so that passengers could purchase tickets for any train on its line. No further complaints having arisen, the case is closed.

A. R. No. 866. Rates on Junk from Martinsville.

As a result of further negotiations with the general freight agent of the Vandalia Railroad Company, it was agreed that the following rates on junk from Martinsville should be established: To Cleveland, \$2.25; Detroit, \$2.25; Battle Creek, \$2.25; Toledo, \$2.10; Milwaukee, \$1.85. This was a reduction of the rates in effect to Cleveland, Milwaukee and Battle Creek. The firm of Levi & Dubin advised that they were satisfied with the rates proposed, the same were established and the case closed.

A. R. No. 877. Dr. F. M. Siner vs. C. & E. I. R. R. Co. Discrimination in Fares.

Dr. Siner complained to the Commission that the railroad company was operating a train between Diamond and Brazil, making a round trip each day, carrying miners working in the mines at Brazil and vicinity, at the rate of 25 cents per round trip, whereas the general public were charged the rate of 2 cents per mile, making a single fare between the two points of 25 cents. The matter was taken up with the railroad company, which was advised that in order to maintain the low rate of fare upon this particular train it would be necessary that the general public should have access to it. The railroad company advised, that it had complied with the recommendation of the Commission, and the case was closed.

A. R. No. 910. W. W. Linzy vs. I., C. & S. Traction Co. Care of Baggage.

Since the last annual report, negotiations were continued with the company in this case in which the Commission insisted that the company should provide facilities for handling baggage carried on its cars at Edinburg. Under date of December 1st, the Commission was advised by the general manager of the company that it had

installed a baggage agent at Edinburg and the company was now handling baggage to and from that point, and the subject was closed.

A. R. No. 924. J. A. Collett vs. Vandalia Railroad.

The facts in this case are identical with those in A. R. No. 752, and the abuse heretofore existing at this point has been remedied by the adoption of a new rule set out in said case, and the matter closed.

A. R. No. 934. Crawfordsville Wire and Nail Company vs. C., I. & L. Ry. Co. et al.

In this case the petitioner filed a complaint with the Commission alleging that by reason of the difference in classification prevailing in C. F. A. territory and in the State of Illinois under the ruling of the Illinois Railroad and Warehouse Commission the manufacturers of metal tanks and troughs in Illinois were securing better rates throughout that State than the Indiana manufacturers could secure from Indiana into Illinois territory on the same product. The Freight Association of Indianapolis filed with the Railroad and Warehouse Commission of Illinois a petition seeking to have the same classification prevail in Illinois territory as in the C. F. A. territory upon this commodity, and as a result of this action the Illinois Railroad and Warehouse Commission put into effect the same classification upon metal tanks and troughs within the State of Illinois as prevails in the C. F. A. territory, and the relief thus sought by the petitioner and others situated similarly within this State was secured, the petitioner notified, and the case closed.

A. R. No. 938. Ex Parte Gedge Prothers Iron Roofing Co. Rates, Interstate Shipments on Tanks and Troughs.

Matter was referred to Commissioner McClure and the case was disposed of in accordance with the following report:

McCLURE, *Commissioner*:

The Gedge Brothers Iron Roofing Co., of Anderson, Ind., wrote the Commission advising that the rates upon tanks and troughs from their plant were appreciably higher than upon the same product shipped an equal distance between points within the State of Illinois. Upon investigation it was found that the official classification which governed the shipment originating at the Gedge Brothers plant in Anderson did not

apply to the movement of similar product wholly within the State of Illinois; that the classification by the Illinois Railway and Warehouse Commission was such that Illinois rates were lower for an equal distance than obtained for the classification in the official territory. The matter was taken up with the railroads handling the Indiana product, and the Illinois Railway and Warehouse Commission was petitioned to modify its classification upon this product, and that Commission on May 30, 1911, issued Supplement No. 17, modifying its classification No. 10 by providing that tanks, iron or steel, plain, painted or galvanized, when shipped in less than carload lots would take double first. This places the Illinois shippers on a parity with Indiana manufacturers, and the Gedge Brothers advise the Commission that they appreciate the change that has been effected, and that they will be enabled hereafter to compete with Illinois manufacturers of this product when the distance of the shipment is anything near equal. I therefore recommend that the file be closed on the subject.

A. R. No. 940. E. T. Slider vs. Southern Railway Co.

Mr. Slider informally complained to the Commission that the Southern Railway was charging excessive rates on coal, sand and gravel. Considerable correspondence ensued between Mr. Slider and the Commission and the Southern Railway with reference to this subject, and the Commission failing to negotiate satisfactory rates, a formal petition was filed and the matter transferred to Formal Docket No. 444, under which number this matter was finally concluded by an order fixing rates upon these commodities on the line of the Southern Railway west from New Albany, in this State.

A. R. No. 953. Depot Facilities at Deerfield, Ind

Transferred to Formal Docket No. 564.

A. R. No. 954. Depot Accommodations at Winchester on I. U. T.

Proposed accommodations furnished by direction of Commission and case closed.

A. R. No. 956. Harry L. Hanna et al. vs. T. H., I. & E. Traction Company.

The petitioners complained that the Traction Company discriminated against the citizens of Plainfield by charging a greater sum for mileage books good for a thousand miles of transportation by selling the same mileage on other branches at a less sum. The matter was called to the attention of the Traction Company and a

uniform rate for such mileage was established on the lines of the respondent company. No further complaint having been made by the petitioners, the matter was closed.

A. R. No. 957. Crossing Gates at Hebron.

Transferred to Formal Docket No. 439.

A. R. No. 958. W. A. Rainford vs. C., I. & S. R. R. Co. Facilities at Lake Village, Ind.

In this instance complaint was made on account of the lack of shipping facilities at Lake Village. The company did not maintain stockyards at this point nor an agent to transact the business of the company. A station was built at this point under an order of the Commission, but stockyards and shelter for L. C. L. freight were not provided, and there was a lack of facility in securing cars for outbound shipment and for the expedition of inbound shipments, inasmuch as consignments were made to Schneider instead of to Lake Village, and the matter of ordering cars had to be done through the agent at Schneider, the first station north. A member of the Commission visited Lake Village, holding a conference with the citizens and the general manager of the railroad. As a result, it was agreed that the company would construct stock pens having a dimension of 40 x 60 feet, and divided into four pens; that provision would be made for the construction of a platform and building for the reception of L. C. L. freight; that a telephone line would be installed and a telephone put in, whereby the company's agent in charge of the station could telephone to the agent at Schneider for cars and proper bills of lading; that in the future all freight consigned to citizens of Lake Village and vicinity would be forwarded by the agent at Schneider without delay. The Commission is advised that these provisions have been carried into effect by the company, and no further complaint having originated upon these subjects, the case is closed.

A. R. No. 971. J. J. Moore vs. P., C., C. & St. L. Ry. Co.

Complaint was made that the Pennsylvania Railway Company at Kokomo, this State, required passengers desiring to make use of their cars from Kokomo to Indianapolis to purchase tickets at the depot on their main line and that they were then required to go some distance to the line of the L. E. & W., over which the respondent company operates its trains from Kokomo to Indianapolis to take the train; that at times when passengers arrived near train

time and had baggage to check it was an inconvenience, and requested the Commission to provide better facilities in this particular. The matter was taken up with the company and the Commission was advised that a small station building, located in the angle of the crossing of the L. E. & W. and Richmond division of the P., C., C. & St. L. was used as a depot for the accommodation of passengers desiring to board the company's trains on the L. E. & W. track to points south of Kokomo; that the building consists of a telegraph office and waiting-room, and that in addition a ticket office has been installed at this place; that at this point telegraph operators are employed day and night, who, in addition to their duties as such, sell tickets for points between Kokomo and Indianapolis, and that baggage is checked from this point and the baggage is now carried upon the company's trains. There is in addition to this station another station on the L. E. & W. in Kokomo which is used by both companies operating trains over the L. E. & W. tracks between Kokomo and Indianapolis. This disposing of the complaints made in respect to the facilities provided by the respondent company on its trains operated over the L. E. & W., the case was closed.

A. R. No. 983. Excess Fares.

Since the filing of the last annual report herein, the company has advised that it has desisted from collecting the ten cent excess fare where a passenger fails to procure a ticket prior to entering the car, and the case is closed.

A. R. No. 984. Complaint of Interstate Traffic.

Commission without jurisdiction, and case closed.

A. R. No. 985. Complaint of Excessive Express Charges on Paste.

Complainant advised that the charge made was according to the tariff and hence correct; if he desired lower rate to file petition. Nothing further being heard from him, case closed.

A. R. No. 999. Complaint of Train Service between Williamsburg Junction and Aurora.

Matter taken up by the Commission and service improved, and case closed.

A. R. No. 1000. Inquiry as to the Time when Claims for Demurrage are Barred.

Commission responded that the statute of limitations would apply as in other claims, but that in this case the statute had not run and the claim was not barred, and the case closed.

A. R. No. 1003. Complaint from Evansville, Ind., that the Fare from Cleveland, Ohio, to Evansville One Way is Greater than the Fare from Evansville to Cleveland.

Complainant advised that the matter was interstate but that Commission would investigate. Investigation made and response of general passenger agent of C., C., C. & St. L. Railway transmitted to complainant and case closed.

A. R. No. 1004. Rates on Cream.

Complaint of the Judson Creamery and Produce Company that a different or higher rate was charged on separator cream than upon milk, buttermilk, schmearcase, condensed milk and cream in cans. The Commission advised the petitioner as follows: "Considering the question that you raise as to whether or not ordinary cream or separator cream shall be construed as governed by the rates for condensed milk and cream, in view of the fact that the tariff does not provide any rate in its milk schedule for cream, the Commission is of the opinion that the rates for condensed milk and cream apply upon all conditions of cream, whether condensed or otherwise." Case closed.

A. R. No. 1005. Rights of Consignee Using Leased Private Track to Have Entries of Arrival of Cars Consigned to Him on the Leased Track.

In this case a conference was held and full investigation made and the following opinion was rendered by the Commission:

In re Demurrage Charge Made by the Indianapolis Union Railway Company on Cars Placed on the Switch of the Casady Coal Company, Consigned to the American Construction Company. No. AR-1005.

Wood, Chairman:

The American Construction Co. complains informally in substance that the Indianapolis Union Railway Co. collects demurrage charges on cars consigned to complainant without giving legal notice to complainant, the consignee of the freight transported in these cars.

The Commission directed a conference about this matter which took place, and conducted also an investigation, during which briefs were filed by counsel for both parties. We find and conclude as follows:

The Casady Coal Co. is the owner of a private switch on the Indianapolis Union Railway at East Tenth Street in the city of Indianapolis, and permits divers consignees, among them complainant, to use this switch for car deliveries, for a compensation of so much for each car. Said Casady Coal Co. is a party to a written agreement with said Indianapolis Union Railway Co., containing among other things these stipulations: (8) "The second party (Casady Coal Co.) agrees that without the written consent of the first party (Indianapolis Union Railway Co.), it will not direct or authorize the use of said track for the benefit of any other party not one of the parties hereto." (9) "The second party further agrees to pay to the first party all amounts that may accrue for trackage and car service in accordance with the established rate thereof and the rules governing such service, for all cars to be loaded or unloaded on the side track herein described."

A statement submitted by the railway company shows that the name of the actual consignee of cars placed on this switch is known to the railway company. It shows also that between the dates of May 21 and November 26, 1910, forty-four dollars demurrage was assessed on twenty-three cars, and was paid to the railway company by the Casady Coal Co., the owner of this switch. This statement shows also that all of these cars except four were consigned to the American Construction Co.

The question and the issue between these parties is, whether demurrage can be collected on the nineteen cars consigned to the American Construction Co., and on cars hereafter consigned to the American Construction Co., without notice to that company; it being conceded that notice was given not to the American Construction Co., one of the lessees of the switch, but to the Casady Coal Co., the owner of the switch, and the contention of the railroad company being that notice to the Casady Coal Co. is all that is required of the railway company in order to collect demurrage on cars consigned to the American Construction Co.

The uniform code of demurrage rules was made effective in the State of Indiana by this Commission March 1, 1910, and since that date has been the law of demurrage in this State. Rule 4 provides; (a) "Consignee shall be notified by carriers in writing or as otherwise agreed to by carrier and consignee within twenty-four hours after arrival of cars, such notice to contain point of shipment, car initials and numbers and the contents, and if transferred in transit, the initials and numbers of the original car."

Demurrage is an extraordinary charge for the detention of cars after forty-eight hours are allowed for loading or unloading. It can accrue only when the carrier complies with the legal obligations imposed on him, in order that the consignee may certainly be informed of the arrival of his freight, and so have the necessary time to unload the car. It will be observed that the rule requires notice in writing unless otherwise agreed, the notice to be given within twenty-four hours after arrival, and to contain information of great importance to the consignee only, of the origin of shipment, of car numbers and initials, and of contents of the car.

The railway company insists that in this case complainant has waived all of these rights simply because he has leased the use of a private switch; or, in other words, the carrier claims that because the owner of the switch has made a certain contract with him, that the law of demurrage in this State is set aside by that contract. We cannot sustain this position. If the contract is inimical to the demurrage rule, to that extent it is not valid. It must give way, first, because the rule or the law is of greater force and authority, and, second, because it is imperative that demurrage must be of uniform application to all consignees whether deliveries to them are made on their own side tracks, or on the tracks leased or used by them, or on public delivery tracks. The law has conferred on consignees the right to have notice, in order that they may promptly release cars to be used by other shippers, and the law has made an absolute duty that the carriers shall give this notice, on account of the same general and public policy.

It appears also that the contract barely sustains, if at all, the contention of respondent. Stipulation No. 8 that the Casady Coal Co. will not allow the use of the side track to other persons without the written consent of the railway company, it is not claimed, has been violated in this case; and it is assumed that complainant has the right to use the track. The switch contract in itself is not as important as it may seem. A statute of this State compels the construction of sidings for the accommodation of shippers. If the railway company should annul this contract and take out the siding, its reconstruction could be ordered by this Commission without such stipulations as are contained in this contract. Stipulation No. 9 is only an agreement that the Casady Coal Co. will pay all amounts that may accrue for car service in accordance with the established rate thereof and the rules governing such service for all cars to be loaded or unloaded on the side track herein described. The controlling and pertinent rule "governing such service," is that notice must be given to consignees using this track, whether the consignee is the owner of the track or some other person permitted to use the track with the knowledge of the railway company. We strongly affirm of this contract, that we do not believe it was intended, and that it certainly cannot be construed to intend, to abrogate the well-known relations established by law between carriers and consignees.

Conforming our views that the legislative power delegated to this Commission in the Railroad Commission Act to make demurrage rules, is superior to the right of contract of said company in this instance, is the act and the terms of the act, of the General Assembly of 1907, known as the Shippers' Bill. Section 4 of that act (page 436 of the Acts of 1907), prescribes that "all carriers shall deliver to any consignee on his private track or track used by him for loading or unloading, or on their public delivery track." In case of failure the penalty accrues to the consignee. No distribution or difference is made on account of the track or place of delivery. The obligation of the carrier arising from custom, and from other statutes of the State is more clearly defined in favor of the consignee, who is the person most interested in all transportation, and there is nothing left of doubt as to his right of delivery, nor as to any such con-

tract as is submitted here being competent to deprive him of his essential rights of transportation.

We conclude that demurrage can be collected of the American Construction Co. when they are the consignees of freight delivered on the private track of the Casaday Coal Co., only when the notice prescribed by the uniform demurrage code is given to the Construction Co.

As to demurrage heretofore paid, this Commission has no power of reparation even in a formal proceeding. But as to demurrage accruing hereafter, a copy of this opinion will be forwarded to the Indianapolis Union Railway Co., to the Cassady Coal Co., and to the American Construction Co. with the recommendation which is hereby made to each of them, to act in these matters hereafter as is indicated herein. In the event of the failure or refusal of the Indianapolis Union Railway Co. to conform herewith, complainant is advised to commence formal proceedings to assert his rights.

Approved by the Commission.

April 19, 1911.

A. R. No. 1006. Shepler & Wolfe vs. L. E. & W. R. R. Co.

The petitioners informally complained that the L. E. & W. R. R. Co. had refused to switch cars arriving at Peru over other lines to the petitioner's plant, located at that point. The matter was informally taken up with the railroad company, resulting in the issuance of Tariff IRC No. 849, effective on both intra- and interstate movements, providing a switching charge of \$3.00 per car for all freight in carload lots arriving over other lines at Peru consigned to Shepler & Wolfe. The parties were notified, and the subject closed.

A. R. No. 1007. Train Service, Cambria.

Complaint was made of the failure of the company to stop certain trains at Cambria, the Commission being advised that formerly trains 37 and 38 were stopped at Cambria on flag, but that this service had been discontinued, and a desire was expressed to have these trains again stopped on flag. The matter was taken up with General Manager Westfall and the Commission advised that upon the installation of heavier power, whereby better time could be made on these trains, they would be stopped at Cambria on flag. June 24th General Manager Westfall advised the Commission that an order had been made, requiring trains 37 and 38 to stop at Cambria on flag, and, as this was all the petitioner desired, the matter was closed.

A. R. No. 1008. Shelter Shed and Facilities for Shipping Milk at Inglefield, on the Evansville & Southern Indiana Traction Company.

Matter investigated by Commission and an attempt made to adjust the same, which failed, and complainant advised that the Commission had no jurisdiction under the facts in this case to proceed in a formal way, and case closed.

A. R. No. 1009. Car Demurrage.

Complaint of Indianapolis Gas Company with reference to demurrage bill with the Vandalia Railroad. Complainant advised by Commission that the facts with reference to demurrage where the claim is denied was a matter for the courts and not for the Commission and it could proceed no further in the case, and the case closed.

A. R. No. 1010. Passenger Service on the T. H., I. & E. at Richmond, Ind.

Application to have trains of the T. H., I. & E. Traction Co., which run between Columbus and Indianapolis, back up to the depot at Richmond for the convenience of passengers. It being shown to the Commission that there was shelter at the point where passengers boarded the cars, it was thought best not to interfere with the present arrangement, and the case was closed.

A. R. No. 1011. Petition to Have Trains Nos. 37 and 38 on the Monon Railroad Stop at Yeoman, Ind., to Take on and Let off Passengers.

Matter taken up with the railroad company and service improved. Case closed.

A. R. No. 1012. Excess Charges on Shipment of Cattle.

Beard & Son of Oaktown inquire as to the proper rate and minimum on shipments of cattle. Response that 15 cents was the proper rate, the same being the sum of the local rates applying on two roads, there being no through rate.

A. R. No. 1013. Bumping Blocks, Jeffersonville, Ind.

Complaint filed by John Kipper, of Jeffersonville, against the P., C., C. & St. L. Co., setting out that trains are being pushed on the streets and sidewalks in the city of Jeffersonville on account of

bumping blocks not being provided. This matter was called to the attention of Superintendent Kron, of the Louisville Division, who remedied the condition by placing blocks at the points complained of, and the case was closed.

A. R. No. 1014. Depot Accommodations at Chili.

Matter taken up with the railroad company and conditions improved. With reference to heating the depot and some other matters, case pending.

A. R. No. 1015. Rates on Coal from Linton District.

LaPorte Carriage Company complained to the Commission of discrimination in the matter of coal rates, advising that their rate was \$1.18, whereas the rate to Michigan City was but 87 cents. Matter taken up by the Commission and thoroughly investigated, with the result that on October 19th complainants advised the Commission that they were now receiving coal from the Linton District under the 90-cent rate, thanking the Commission for their interest in this matter, and case closed.

A. R. No. 1016. Milk Rates.

The American Creamery Butter Manufacturing Association requested milk rates prevailing in this State, and full copies of rates supplied. Case closed.

A. R. No. 1017. Switching Rates and Deliveries from Connections at South Bend.

The George Cutter Company complained to the Commission that their plant was located on a private siding of the Grand Trunk Railway, but that company refused to deliver to it cars arriving in South Bend over other lines. Matter taken up promptly, with the result that the Grand Trunk Railway filed a tariff governing switching charges from other lines and providing that switching to petitioner's private track will be made at a charge of \$2.00 per car, effective September 1st. This being in complete satisfaction of the complaint of the petitioner, case closed.

A. R. No. 1018. Demurrage Credits Under Average Rule.

The Evans Milling Company inquired of the Commission as to whether it was entitled to have credit under the average rule accruing to other consignees who used, under agreement, its private

track. The Commission advised that the milling company was not entitled to credit for good time made by other consignees of cars set upon the milling company's track, and case closed.

A. R. No. 1019. Joint Rates on Logs.

Complaint of J. M. Buck & Co. of Bluffton of excessive joint rates on logs from Crete, Lynn, Carlos City, Modoc, Losantville, Moreland and Messick to Bluffton over the P. & E. Division of C., C., C. & St. L. and L. E. & W., via New Castle. Matter taken up at conference with the railroad companies and the following joint rates secured, namely, Crete and Lynn, $5\frac{1}{2}$ cents; Carlos City, Modoc, Losantville and Mooreland, 5 cents; and Messick, $4\frac{1}{2}$ cents. Case closed.

A. R. No. 1020. Excessive Rates on Groceries and Household Goods Shipped from Tenneson to Mackey, Ind.

On January 17, 1911, J. Yaser complained to the Commission of overcharge on groceries and household goods by the Southern Railway Company. This matter taken up with the auditor and finally settled on a basis which allowed under the tariffs a refund to Mr. Yaser of \$2.58, and case closed.

A. R. No. 1021. Complaint of 30-cent Minimum Charged by the United States Express Company for Transportation of Cream Regardless of Size of Can or the Distance Carried.

On investigation the Commission finds that rates are less than 30 cents per can up to distances of 150 miles, the minimum being as low as 14 cents per can, and the express company and petitioner so advised. Whereupon, in May, 1911, the express company advised the Commission that it had paid overcharges in accordance with the Commission's findings, and the case closed.

A. R. No. 1022.

J. R. Stafford complains that a car of corn was shipped from Huber to Cincinnati and was billed by Connersville agent in error on the Connersville rate. Matter investigated by the Commission and complainant advised that the charge was an error and that the car moved on the proper rate, and case closed.

A. R. No. 1023. Depot at Valentine.

This case involved the matter of a depot at Valentine, Ind., which could not be settled informally and was finally transferred to Formal Docket No. 451.

A. R. No. 1024. Electric Bell at Road Crossing.

January 22, 1911, C. A. Wood, Town Clerk of Brook, Ind., complained that the C. & E. I. R. R. Co. had paid no attention to an ordinance of the town requiring the installation of an electric bell at a highway crossing in the town. Matter taken up with the C. & E. I. Railroad, with the result that the bell, on the demand of the Commission, was duly installed, and the case closed.

A. R. No. 1025. Complaint that Cars on the I., C. & W. Traction Line do not Stop at Tenth Street Near Residence of Complainants in Olinville.

Matter referred to inspector for investigation, who reported that to make the proposed stop will be dangerous on account of the interlocking plant of the Big Four and I., C. & W. Railways. On this account Commission refused to order the stop to be made, but referred the matter to the general manager of the traction company, who took the same up with complainants. Nothing further having been heard, it is presumed that a satisfactory adjustment took place, and the case closed.

A. R. No. 1026. Clerical Error in Tariff.

Application of the L. E. & W. R. R. Co. to refund difference between 7 cents and 5½ cents a hundred on 13 cars of lime shipped from Portland, Ind., to Richmond, Ind. The railroad company, at the instance of the Commission, having made affidavit showing that there was a clerical error in the tariff, the Commission allowed the company to make the refund to the shipper of the difference between 7 cents and 5½ cents a hundred in accordance with its petition, and case closed.

A. R. No. 1028. Rates on Corpses.

Complaint of charge of \$10 for the transportation of a corpse from Kokomo, Ind., to Mentone, over the I. U. T. and Winona Interurban Company's lines. Commissioner McClure made the following report, showing the opinion and action of the Commission:

McCLURE, Commissioner:

In this case the petitioner complained to the Commission that he was charged \$10 for the transportation of a corpse from Kokomo to Mentone, the movement passing over parts of the I. U. T. and Winona Interurban companies' lines.

Investigation further showed that the K., M. & W. Traction Co. has originated at Swayzee, on the K., M. & W. Traction Co., and a charge

of 60 per cent. was made by this company and \$10 by the I. U. T. Co. to Mentone for both I. U. T. and Winona Interurban.

Investigation further showed that the K., M. & W. Traction Co. had no tariff on file governing the charges for this service. The I. U. T. Co. has a tariff on file providing a charge of \$5, and the Winona Interurban tariff fixing the rate at the full adult fare with a minimum of \$1.

The transportation of dead bodies is not a passenger service, and in the manner the respondent road handles the same it must be regarded as a freight service, concerning the charges for which the Commission is given no specific jurisdiction by reason of the fact that the traction company does not derive 33½ per cent. of their revenue from freight business.

In this instance the respondent company was in error in making charge of \$10 for the service for the reason that the sum of the local charges for this service on both lines between Kokomo and Mentone was only \$6. The Commission is advised by the general manager of the I. U. T. Co. that it will make return of the \$4 excess charge.

The petitioner has been notified of the attitude of the company at fault and advised that under the law the question could be adjusted upon the basis of a refund of \$4. I recommend that the I. U. T. Co. be authorized in this instance to refund to the petitioner the sum of \$4.

A. R. No. 1029. Switching Charge at Auburn.

The Bachelor Brick and Tile Company informally complained to the Commission that in shipping brick from Angola to Wimer & Brown at Auburn, additional switching charges were made in delivering tile to Wimer & Brown that did not obtain on other shipments made from Angola to points in Auburn. The matter was taken up with the traffic department of the Vandalia Railroad and L. S. & M. S. Railroad, and upon investigation it was discovered that tariffs were on file providing for the same rate when shipments are made to Wimer & Brown as to other parties at Auburn, and the subject was closed.

A. R. No. 1027.

Matter pending.

A. R. No. 1030. Physical Connection Between L. S. & M. S. and Wabash Railroads at Steubenville.

Transferred to Formal Docket No. 463.

A. R. No. 1031. Train Connection at Poseyville Between E. & T. H. and Illinois Central.

Complaint of Hon. George W. Curtis with reference to train connections at Poseyville between the above named roads. Matter

taken up with the superintendents of the railroad companies, better connections arranged, complainant advised and case closed.

A. R. No. 1032. Station Facilities.

Complaint that station at Eaton is not kept open until the passing of the last trains on the railroad. Matter taken up by Commission and on February 8th Commission informed complainant that station will hereafter be kept open, and file closed.

A. R. No. 1033. Depot Facilities at Wheatfield, Ind.

Complaint of Kankakee Valley Review that there was no depot building at Wheatfield on the C., I. & S. R. R. Co. Matter taken up with the general manager of the railroad and October 27th the Commission advised that depot building has been completed and put in use, complainant advised and case closed.

A. R. No. 1034. Joint Rates.

Complaint of the Wabash Portland Cement Company of Detroit, Mich., that the Clover Leaf Railroad declined to make joint rates with the Wabash from Stroh, Ind., to points on the Clover Leaf. Complainant advised that the Commission has authority to make such rates, that if he will file formal complaint it will do so. Nothing further being heard, it is presumed that rates were made and case closed.

A. R. No. 1035. Coal Rates.

Complaint of the President of the Commercial Club of Princeton, Ind., that they could not secure proper coal rates from Princeton to Chicago. The rate situation with reference to mines nearer to Chicago than Princeton fully set out in a letter to complainant explaining the difficulty of obtaining such rates. Complainant advised that a member of the Commission would be in Evansville on a certain day to discuss this matter fully with him if he desired to do so. Nothing further being heard, it was presumed that former explanation was convincing and satisfactory, and case closed.

A. R. No. 1036. Train Service on Big Four Railroad.

Complaint of Hon. George Colvert, a member of the Legislature, and others, that they could get no adequate train service at Templeton, on the Big Four Railroad. Matter taken up promptly

with the Big Four Railroad and arrangements made to stop train No. 21 at that place. This being satisfactory to complainants, case closed.

A. R. No. 1037. Demurrage Charges, Discrimination.

Marion Brick Works, Montezuma, asks to be advised if railroad companies can enforce collection of demurrage, stating also that they failed to collect demurrage in certain cases from other persons. Complainant advised that the demurrage rules were uniform throughout the State, that the railroad could collect demurrage, but that the same must be collected without preference from all persons similarly situated. Commission desires further information with reference to any discrimination. Nothing further being heard, case closed.

A. R. No. 1038. Depot Facilities at Gosport.

Complaint of James R. Crawford, Chairman Railroad Committee of T. P. A., of depot facilities at Gosport, where interchange is made between the Monon and the Vandalia. Matter taken up with the Monon Railroad and advice from them showing situation, the same transmitted to Mr. Crawford, and nothing further being heard from him, the case closed.

A. R. No. 1039. Claim for Lost Trunk.

On February 23, 1911, L. J. Burr, of Anderson, Ind., advised of the loss of a trunk checked from Wawasee to Anderson on through round-trip ticket purchased by his wife at Anderson. This trunk by mistake was carried by the railroad companies to Boston, Mass., instead of to Anderson, Ind., and its contents were seriously damaged by the trunk being exposed to the weather and otherwise. The companies at fault declined to pay, each insisting that it was the fault of the other company. Matter taken up by the Commission, with the result that the claim was paid and the matter of which company was liable, submitted by the companies to arbitration, and the case closed.

A. R. No. 1040. Train Service.

Matter transferred to Formal Docket No. 460, which see.

A. R. No. 1041.

Closed on account of petitioner's failure to reply to letters of Commission.

A. R. No. 1042. Rates on Lumber.

Complaint of W. H. Bower, of Kurtz, Ind., of rates on lumber from points in Kentucky to points in Indiana. On the advice of the Commission a petition was filed with the Interstate Commerce Commission, where this matter is now pending.

A. R. No. 1043. Joint Rates on Interurbans.

Twin City Grocer Co., of Elkhart, Ind., complained to the Commission that the C., S. B. & N. I. and Winona Interurban Railway companies did not make joint rates, but required the payment of freight on the local rate of each company. Matter taken up, and after some correspondence the companies agreed to make such joint rates, although the Commission is without jurisdiction and the companies are not required to make such rates under the statute. Complainant advised and case closed.

A. R. No. 1044. Highway Crossing Signs in Cities.

Inquiry from general counsel of Lake Erie and Western Railroad whether or not Chapter 224 of the Acts of 1911, requiring railway companies to install highway crossing signs, applies to highway crossings in cities like Muncie, Kokomo, Peru and Indianapolis. Commission advised that it would be best to get the opinion of the Attorney-General on this matter, but that meanwhile the Commission felt that it would be necessary to obtain the consent of the City Council before installing highway crossing signs on the streets of cities. Matter closed.

A. R. No. 1045. Excess Switching Charges, Jeffersonville, Ind.

Transferred to Formal Docket No. 458, which see.

A. R. No. 1046. Passenger Service, Pere Marquette R. R.

Hon. G. H. Greiger, House of Representatives, complained to the Commission that there was practically no passenger service between LaCrosse and LaPorte on the Pere Marquette Railroad. A member of the Commission visited the locality, carefully investigated and found the statement to be true, namely, that the only passenger service afforded was by means of a mixed train, which was seldom on time, and that practically the Pere Marquette Railroad was operating that division of the line in this State without affording passenger service. The matter was taken up with the operating offices of the company, with the result that a passenger

train running two or three times daily was put on between La-Crosse and the State line between Michigan and Indiana. This service was afterwards improved and is now in such shape that it is satisfactory to the people in the localities affected, and the case closed.

A. R. No. 1047. No Telephone at Depot.

George H. Shouse, of Oakland City, complained to the Commission that the E. & I. Railroad Company will not allow a telephone to be installed in the depot at Oakland City. Complainant advised that the Commission has no jurisdiction to compel this service, and case closed.

A. R. No. 1048. Protection at Grade Crossing.

The Town Clerk of Sunman, Ind., complained that the railroad company refused to put in a watchman at a place where buildings greatly obstructed the view and rendered the crossing very dangerous, stating that the bell heretofore installed did not work properly and desiring advice. Matter taken up with the railroad company promptly, with the result that an agreement was reached whereby the bell was put in proper shape and affords proper service. This seeming to be satisfactory, and the Commission being advised that the bell is in perfect working order and will be so maintained, the case was closed.

A. R. No. 1049. Extra Cash Fare on Car.

William Souders, of Columbus, Ohio, complained that the Indianapolis and Louisville Traction Company charged 10 cents extra fare between Seymour and Louisville and no such charge is made between Indianapolis and Seymour. Complainant advised that these are different companies, but that matter would be taken up with the Indianapolis and Louisville Traction Company. The matter was so taken up with the company and their letter advising the reason for this charge was received and transmitted to complainant. Nothing further being heard, case was closed.

A. R. No. 1050. Penalty for Confiscating Coal.

The Big Muddy Coal Company asked the Commission whether or not they were entitled to penalty of 50 cents per ton on account of the confiscation of a carload of coal destined to them by the railroad company. The Commission replied, quoting Section 11 of

the act of March 11, 1907, as follows: "When for any reason coal in transit is confiscated by the carrier, immediate notice shall be given both consignor and consignee of such confiscation, and any carrier refusing or failing to give such immediate notice shall, on settlement, pay 50 cents per ton over and above contract price to consignee for such coal confiscated." This letter seemed to afford the information desired by complainant, and case closed.

A. R. 1051. Train Service.

Complaint to the Commission from various parties that trains do not stop at Handy for passengers to Lafayette and other points. Matter taken up with H. A. Boomer, general Superintendent of the L. E. & W. Railroad, with the result that on July 20, 1911, Mr. Boomer advised that he had instructed that train No. 2 shall stop hereafter at Handy. Complainants notified and case closed.

A. R. No. 1052. Protection of Crossing.

Complaint of the Common Council of the city of Monticello that the P., C., C. & St. L. Ry. Co. do not observe ordinance requiring said company to maintain flagman at the crossing of its line with Main and Illinois streets in said city. This matter being taken up by the Commission, both parties finally agreed to refer it to the Commission as the arbitrator in said matter. The Commission, through Commissioner McClure, took this matter up at Monticello and visited the crossings in question. It was decided that the ordinance should remain in force and be observed in every respect except that so far as the crossing at Illinois street was concerned a signal bell should be installed instead of a watchman maintained at that place. With this modification the ordinance was put in force and the case, to the satisfaction of all parties, was duly closed.

A. R. No. 1053. Interchange of Freight Between Steam and Traction Lines.

Matter of interchange of freight between the Lake Erie and the Ft. Wayne and Northern Indiana Traction Company, on State street, West Lafayette, submitted to the Commission on the complaint of W. S. Haggard. The matter was taken up and carefully investigated by one of the inspectors of the Commission, who made full report as to the conditions, whereupon the Commission advised complainant of the result of inspection, showing strong objections to ordering the interchange at this point, and case closed.

A. R. No. 1054. Failure of Express Company at Connersville to Take up Express Packages.

The Connersville Ice and Cold Storage Company complained to the Commission, asking information as to the duty of express company in calling for and taking up express shipments of ice cream. Matter taken up with the American Express Company, who advised the Commission that it would receive immediate attention. Further advice from the express company stated that the business was very light at Connersville and on this account they sometimes failed to call for shipments, but that it would do the very best it could to afford service to its patrons at that point. Explanation to complainant, with request that he would advise of any further failure. Nothing further heard from him, and the case was closed.

A. R. No. 1055. Construction of Wires Over Right of Way.

Clifford Suite, manager of the Sharpsville Telephone Company, asked for information with reference to act of General Assembly relative to the manner of constructing telephone, telegraph and other wires over the rights of way of railroads. Commission advised "That the act does not contemplate that copper or aluminum wires should be substituted for all wires that are now in use, but it provides that whenever it becomes necessary to renew an iron wire or to string a new one, that the new and renewed wire should be of the higher grade material. You will also observe that the poles at the crossings shall be securely guyed, shall not be less than twelve inches in diameter at the bottom nor less than six at the top, if wooden are used, and shall be placed in the earth not less than six feet and well tamped, and unless the right of way is wider they shall not be farther apart than one hundred feet at such crossing, and double cross-arms shall be used, braced and fastened with machine bolts." Case closed.

A. R. No. 1056. Pig Iron Rates.

Anchor Stove and Range Company complained as to the rate on pig iron from Birmingham to New Albany. Complainants advised to apply to the Interstate Commerce Commission, which has jurisdiction in such matters, and case closed.

A. R. No. 1057. Lack of Transportation Facilities.

Albert C. Derr vs. C., S. B. & N. I. Traction Co. Mr. Derr complained to the Commission that the traction company did not pro-

vide sufficient car service on its line between Michigan City and Laporte, advising that there were a large number of people residing in Michigan City who were employed in manufacturing plants at Laporte, and that these people traveled on the same car, leaving Michigan City at 5:30 a. m. and returning, leaving Laporte at 5:48 p. m.; that at times a hundred were carried on a small car, and frequently from 120 to 135 were carried on a car having a seating capacity of sixty only. The matter was taken up with the company, and the Commission advised on April 18, 1911, by its general superintendent that the company was then running additional cars to accommodate the travel between Laporte and Michigan City. No further complaints having been received by the Commission, the case was closed.

A. R. No. 1058. Coal Rates.

C. H. Holt complained of the 35 cent rate per ton on coal from Indianapolis to Lenora, on the Indianapolis Southern Railroad. Matter taken up with the railroad company, with the result that the rate was reduced from 35 cents to 25 cents, and case closed.

A. R. No. 1060 Increased Passenger Rates on Interurban Line.

Complaint of W. H. Jones, of Lake, Ind., that the charges on a branch of the E. & E. Electric Railroad were unreasonable. Matter taken up with the company, who claimed that they would not be able to operate this branch at all unless they charged more than they charged heretofore and the complainant advised. Complainant again wrote, calling attention to the law of 1907, whereupon the Commission advised that the act of 1907 was not now the law of this State, but with reference to passenger rates the same were controlled by Chapter 18, p. 51 of the Acts of 1909. Complainant further advised that the Attorney-General had decided that the Act of 1909 did not apply to interurban railroads, but that the Commission has been very reluctant to abide by the decision of the Attorney-General on this point in this matter. With reference to statement of complainant that it costs more to enforce a rate than it would to pay the rate, the Commission advised that if he so desired and would file a formal petition the Commission would hear the same at Evansville instead of at Indianapolis, near the locality affected; and also advised the complainant further as follows: "Meanwhile, if you are of the opinion that the traction company is violating the passenger rate law, your attention is

called to the fact that Section 3 of that law, on pp. 52 and 53 of the Acts of 1909, provides that the prosecuting attorney of any judicial circuit of the State may bring a suit to recover \$100 penalty for any violation of the law. Why not complain to the prosecuting attorney of the judicial circuit in which you live and have him enforce this penalty? This would cost you nothing, and if the interurban company comes under the terms of the law there should be no difficulty about enforcing the penalty." Nothing further being heard, the case was closed.

A. R. No. 1061. Typographical Error in Tariff.

In this case the Commission allowed a refund on account of typographical error in tariff.

A. R. No. 1062. Transportation Account of Advertising.

W. S. Whitney, of Springfield, Ohio, desired to be advised if it is legal for transportation companies to issue transportation for other than cash consideration, particularly for advertising covered by contract. Response: "The Commission is of the opinion that the language used in the act should be construed to mean that railroad companies may issue transportation as consideration for printing and advertising performed by publishers of newspapers when the printing and advertising is done under written contract." Case closed.

A. R. No. 1064. Protection of Side Track Crossing.

In this matter the Indianapolis and Louisville Traction Company submitted to the Commission blue-print showing a derail with signal attached for protection of cars using the crossing of side-track at Crothersville. This crossing arrangement being satisfactory to the superintendent of the Pennsylvania Lines, the same was duly approved by the Commission and the case closed.

A. R. No. 1065. Failure of Conductor of Traction Line to Give Destination Ticket.

Complaint of Dr. E. N. Tull, of Fairland, that conductor on train stopping short of his destination failed to give him a destination ticket. Matter taken up with the traction company, proper refund made, and case closed.

A. R. No. 1067. Excess Fare.

Mr. G. E. Reiley advised the Commission that he purchased a ticket on the T. H., I. & E. traction line from Indianapolis to

Brazil and was charged \$1.15; that at Brazil he purchased a ticket for Amo on the line and was charged 55 cents for the same and on the car was charged an excess fare of 10 cents; that the distance from Brazil to Amo is 31.02 miles, and that the amount charged exceeded 2 cents per mile. The Commission took the matter up with the traction company and was advised that the company did not intend to make any charge in excess of 2 cents per mile even where excess fares were collected; and the company, through its general superintendent, agreed to readjust the tariff in this particular so as to show that the fare in the future should not exceed the 2-cent limit, and the case was closed.

A. R. No. 1067a. Rate on Household Goods.

J. A. Irvine vs. Winona Interurban Ry. Co. Complaint was made to the Commission of rate on a shipment of household goods from Leesburg to Mentone over the Winona Interurban Railway. The matter was taken up by correspondence with the general superintendent of the traction line, and as a result an adjustment was made between the parties. The Commission having no authority to fix freight rates on the line of the respondent company, the matter was closed.

A. R. No. 1068. Car Shortage.

Complaint of Osgood Lime and Stone Co. of B. & O. S.-W. R. Co. to furnish cars. Matter taken up by long distance telephone with the railroad company and cars furnished, at least a temporary supply, and case closed.

A. R. No. 1069. Unreasonable Chair Car Rate Between Lafayette and Indianapolis.

Complaint made to the Commission of the 35-cent chair car rate charged between Lafayette and Indianapolis, a distance of 65 miles. This matter taken up with the Pullman Company and an explanation made by its general passenger agent and transmitted to complainant. The same not being satisfactory, complainant filed a formal complaint in which this matter will be determined and this case closed.

A. R. No. 1070. Demurrage Charges.

Complaint made to the Commission, not giving enough facts to enable it to determine the case. Complainant requested to give further advice. Nothing being heard, case closed.

A. R. No. 1071. Protection of Railroad Crossing.

Case transferred to Formal Docket No. 466, which see.

A. R. No. 1072. Excess Fares.

J. A. Keane vs. L. S. & M. S. Ry. Co. Mr. J. A. Keane complained to the Commission that on April 27, 1911, he rode from South Bend to Chicago on the L. S. & M. S. Railway and was charged by the conductor 60 cents in excess of the regular fare. The matter was taken up with the general passenger agent of the Lake Shore and he advised that Mr. Keane had ample time to have purchased a ticket at the station at South Bend had he so desired. Relative to the excess fare of 60 cents, the Commission is advised that this is provided for in Tariff N-W No. 1, effective October 1, 1910, I. C. C. No. 3231, I. R. C. No. 285, p. 25 of said tariff. Investigation discloses that the tariff in question provides for this excess fare and that the same has been approved by the Interstate Commerce Commission. The same being an interstate rate and the tariff governing the same approved by the Commission, the petitioner was advised that this Commission was without authority to act, and the matter was closed.

A. R. No. 1073.

See A. R. No. 1078.

A. R. No. 1074. Poor Switching Service.

Dwiggins Wire Fence Co. vs. C., C., C. & St. L. Ry. Co. The Dwiggins Wire Fence Co. informally complained to the Commission of poor switching service provided by the C., C., C. & St. L. Ry. Co. at their factory located in Anderson, Ind., the company complaining that too much time was consumed in moving freight to the plant of the company and in switching outbound freight from the plant for shipment to customers in various parts of the State. The matter was investigated by the Commission by holding conference with the general superintendent of the railroad company, after which the Commission was advised by letter from the complainant that the service had been greatly improved and thanking the Commission for its service in the matter, and the case was closed.

A. R. No. 1075. Passenger Train Service on Goodland Branch of C. & E. I. R. R.

Complaint of Dr. J. W. Merry with reference to poor service. Matter taken up with the railroad company by correspondence and

by an interview between a member of the Commission and the general manager of that company at Chicago. Suggestion made by the Commission that some arrangement be made to extend the passenger service lately instituted on the Pere Marquette Railroad to Goodland on the C. & E. I. Railroad, it being a fact that the same crew could be used for both railroads. This matter pressed on the railroad companies, but, up to the time of making this report, without result, the service by mixed train, however, being improved. Matter still pending for better results.

A. R. No. 1076. Rough Handling of Baggage.

C. W. Lefler Hat Co. complained that trunks are handled by the railroads in a careless manner and inquiring if there is any law requiring railroads to unload baggage on trucks. Response by the Commission that there is no specific law on this subject and that railroad companies under their general duties were required to handle baggage safely, that complaint to each railroad should be made and, if relief was not given, the Commission would take up the matter. Complainants were further advised that if loss resulted from rough handling relief could be had in the courts, and the case closed.

A. R. No. 1077. Wire Crossing Over Railroad Tracks, Size of Poles, Clearance, etc.

John Tordella, division engineer of the B. & O. at Garrett, Ind., inquired of a statute regulating the above subject. On May 13, 1911, Commissioner McClure responded for the Commission as follows:

"The present Act requires that all telephone, telegraph and electric light wires shall have an elevation of not less than 25 feet above the top of the rail; that trolley and trolley feed wires shall have an elevation of not less than 22 feet above the rail; that transmission power wires shall have an elevation of not less than 35 feet above the rail. That telephone, telegraph and other wires shall be supported upon poles, if wooden are used, having a diameter of not less than twelve inches at the surface of the ground nor less than six at the top, placed in the earth not less than six feet, well tamped and securely guyed; that the wires shall be supported by means of double cross arms and attached to steel or wooden pins set therein; that the spans shall be not more than 100 feet in length unless the right of way is wider at the point of crossing; that the double cross arms shall be securely bolted by means of machine bolts and properly braced; that when it becomes necessary to renew a wire or string a new one, the wire at the point of crossing shall be either of copper or aluminum.

"The statute contemplates that any wire for the transmission of power by electric current having a voltage of 700 or over, except trolley and

trolley feed wires, over the tracks of any steam, street or interurban street railroad shall be suspended at a height of 35 feet above the level of the top of the rails where such wire also crosses the line of any telegraph, telephone or other wire. Such transmission power wire shall be supported either by wooden or iron poles or iron towers and shall be securely fastened thereto. The towers or poles and other structures supporting the crossing span shall be self-supporting or be so guyed as to be self-supporting. The crossing span shall not exceed 200 feet in length unless authorized by the Railroad Commission of Indiana. Foundations for towers or other structures shall be designed to resist overturning and shall be extended above the ground as a protection to such structure, and such transmission power wire shall be protected by wire basket, supporting cable or other device to prevent falling upon other wires or the tracks of such railroads. Before any person or corporation shall construct any such transmission power wire over the tracks of any such railroad such person or corporation shall submit plans and drawings therefor to the Railroad Commission of Indiana, and such Commission shall have power to approve or make such alterations or changes therein as will make the same conform to the provisions of the act, and it shall be unlawful to string any such wire over any steam, street or interurban street railroad without the approval of the Commission."

A. R. No. 1078. Complaint with Reference to Passenger Service on La Crosse Branch of C. & E. I.

See No. 1075 as to efforts of the Commission to secure better passenger service. In this case the Commission secured from general superintendent of the C. & E. I. Railroad a statement of passenger earnings on the LaCrosse Branch for one year, which indicates that it is very difficult to provide adequate passenger service where receipts are so small. Case pending.

A. R. No. 1079. Construction of New Depot at Corydon, Ind.

C. B. Blakey, general counsel L., N. A. & C. R. R. Co., inquired as to the requirements of law with reference to the construction of new depot. The Commission replied giving the requirements in case, namely, that the same should provide adequate waiting rooms with separate closets for men and women, should be well heated and well lighted and supplied with good drinking water, the entire premises to be kept in a sanitary condition. Case closed.

A. R. No. 1080. Imperfect Vision of Engineer.

Complaint to the Commission that an engineer was used in handling engines at Huntington whose vision was imperfect. Matter taken up with the superintendent with the result that assurances were given that this man would be used only to test engines

and a man go with him on a track used for no other purpose where there were no signals nor use for signals. This being satisfactory to the Commission, the case closed.

A. R. No. 1081. Wire Construction Over Tracks.

Inquiry of Bunsen Coal Co. with reference to the law on this subject. Response by the Commission that the wires constructed by person making the inquiry complied with the law with the exception of the height of the wires and diameter of the poles, and case closed.

A. R. No. 1082. Station Facilities at Warsaw, Ind.

Complaint of J. R. Crawford, Chairman of Railroad Committee, T. P. A., that the fence maintained between the main tracks at the station at Warsaw does not give legal clearance and that there is no shelter provided for persons desiring to take east-bound trains. An inspector of the Commission was sent to this place and made report that the fence should be removed and the shelter shed provided. Afterwards, General Superintendent Schoyer desired a conference with the Commission upon this subject and insisted that it was the earnest opinion of the Pennsylvania Co. that for purposes of safety it was best to maintain this fence, that under similar conditions in the State of Ohio and elsewhere the railroad company had found it best to do so. As to the fence, this matter was taken under further consideration by the Commission. Schoyer agreed for his company to provide the shelter shed, the want of which was complained of, and the case is still pending.

A. R. No. 1083. Expense of Elevating Wires in Order to Move Building Across Railroad Tracks.

Inquiry to the Commission when it was necessary to move a building across a railroad track and also necessary to elevate the wires for that purpose who should bear the expense, the owner of the building or the railroad company. Advice given as follows: "The Commission is of the opinion that because of the unusual use to which the highway was put under the circumstances, the wires being at such elevation as to accommodate the usual and ordinary traffic upon the highway without obstruction, the expense would be a legal one to be borne by the owner of the building to be moved," and case closed.

A. R. No. 1084. Failure to Furnish Refrigerator Cars.

Complaint from Princeton, Ind., that the Southern Railroad does not furnish refrigerator cars for ice shipments. Matter taken up with Superintendent Fallis, who responded that the supply of refrigerator cars was limited and that it has not been the practice of the Southern Co. to furnish such cars for ice shipments. Complainant advised as follows: "We are inclined to think that, under the circumstances, it would be very difficult to force the Southern Railway to furnish refrigerator cars promptly, if it could be done at all. The law would require the limited supply to be divided without discrimination between such shippers as needed them. The Commission is willing to do anything it can to aid you, and your attention has been heretofore called to the 'Shippers' bill,' but our experience in this particular line, as said above, indicates that little can be done, if anything, under the circumstances of this case," and case closed.

A. R. No. 1085. Rental Charge for Privilege of Constructing Telephone Wire over Railroad Company's Right of Way.

Inquiry as to whether the Commission has charge of private crossings and can the railroad company compel payment of rental for putting telephone wire over these crossings. Response as follows: "You are advised that Commission has jurisdiction as to construction of wires over railroads, whether at public or private crossings, and that it is of the opinion that where the telephone company obtains a franchise from the board of county commissioners to erect poles in the highways the railroad company has no right to exact a rental from the telephone company on account of its lines passing over the right of way of the company at the public crossings; that where a telephone wire crosses at a private crossing or at a point where there is no public highway, it could only be done legally by agreement between the company constructing the wires and the railroad company." Case closed.

A. R. No. 1086. Switching Rates at Bloomington.

June 14, 1911, O. C. Carter, G. F. A., Monon Railroad, called attention to the fact that the present switching rates made by the Commission at Bloomington expire by limitation June 14th, and asked direction as to what to do with these rates. Response: "The Commission knows of no reason which would induce it to alter its conclusions as expressed in the Bloomington case. This case has

been passed on by the Supreme Court of the State. We shall insist that although the limitation of the order has expired, you will observe the rates heretofore made, and the Commission will promptly suspend, when you shall file them, any tariffs raising these rates." Case closed.

A. R. No. 1087. Flagman With Less Than Year's Experience.

The Commission advised that a flagman on the P., C., C. & St. L. road was working on the trains without the year's experience required by the full crew law. Matter taken up with superintendent and direction given that this should not occur again, and case closed.

A. R. No. 1088. H. L. Maze et al. vs. Indianapolis and Cincinnati Traction Co.

The petitioners complained to the Commission of the service of the respondent company in the matter of handling milk from Acton to Indianapolis, alleging that the freight car on the line did not leave for Indianapolis until 11:17 a. m. each day, that by reason of the lateness of the arrival of the car the Indianapolis milk was spoiled; and complaint also was made that cans were injured by rough handling. The Commission advised the petitioners that it was without the jurisdiction of the Commission to make rules or regulations with respect to the handling of freight on traction lines, but it would take the matter up with the company to see if the trouble could be corrected. The Commission was advised by the company that it had reduced its freight service, but that the complainants could make use of the passenger cars to ship milk at earlier hours in the day than by freight, and that steps would be taken to require more care in the handling of cans to prevent injury to the same. The complainants were advised and the case closed.

A. R. No. 1089.

See No. 1094.

A. R. No. 1090. Inadequate Depot Accommodations.

J. D. Kennedy of East Chicago, Ind., complained of the condition of the Pennsylvania depot at that place. Matter taken up with the railroad company with the result that plans and blue prints were submitted to the Commission for the reconstruction of the depot, the same approved, the depot put in good shape, and the case closed.

A. R. No. 1091. Imperfect Train Service.

J. F. Cameron of Hamilton, Ind., complained to the Commission of poor train service on the Wabash Railroad. This case transferred to Formal Docket No. 580, which see.

A. R. No. 1092. Delay in Shipment.

Complaint of Valley View Seed Farm of Martinsville, Ind., of delay in shipment of corn from Bargersville to Louisville, Ky. Advice that Commission had no jurisdiction over interstate shipment, but that while facts were not fully given the delay mentioned by complainant was such as would justify a claim which could be made against the railroad company for damages arising in this matter. Nothing further being heard, case closed.

A. R. No. 1093. Damages for Property Destroyed by Fire in Depot.

Complaint made to the Commission of the failure of the B. & O. Railroad to pay complainant's claim for destroying a tackle block belonging to him. Commission afterwards advised that the railroad company would probably pay claim, and nothing further being heard, the case closed.

A. R. No. 1094. Complaint of Failure to Open Moore's Hill Station Early Enough in the Morning to Accommodate Patrons.

On June 9th, the Rev. Glenroie McQueen complained to the Commission that the station at Moore's Hill was not opened early enough in the morning. This being the second complaint, and the matter seeming to be urgent, the Commission took the same up on the long distance telephone with J. C. Hagerty, superintendent, who agreed to have the station at Moore's Hill open hereafter at 6:00 a. m., as the Commission desires shall be done, and to make the order effective at once, and case closed.

A. R. No. 1095. Rates on Mussel Shells.

The Petersburg Pearl Button Co. complained to the Commission of the 12-cent rate on mussel shells. Matter taken up with the Southern Railroad with the result that the rate was finally established at 7 cents per 100 instead of 12 cents. Case closed.

A. R. No. 1096. Lateral Clearance.

Inquiry from Connersville as to legal lateral clearance. The Commission replied calling attention to the action of the last General Assembly, making seven feet from the center of the track the proper clearance, and the case closed.

A. R. No. 1097. Rates and Fares on Interurban Lines.

Inquiry of Mr. Sanford Trippet of Princeton, Ind., on the above subject on June 19th. The Commission, through Commissioner McClure, responded as follows:

"In reply to your letter to the Commission of the 12th inst., with request to be advised as to the rate on freight carried by interurban traction lines, I beg to advise that this is not within the jurisdiction of the Commission. Your attention is called to the statute that empowers the Commission to supervise freight rates, but the same does not apply to companies that do not derive at least 33 $\frac{1}{3}$ per cent. of their gross revenue from freight traffic. The interurban lines do not receive that sum for traffic; therefore, as has been held by the Supreme Court, they are not subject to jurisdiction of the Commission.

"Relative to the subject of half-fares for children under 12 years, and as to whether or not the 2-cent fare law applies to interurban lines, the Commission has been twice advised by the Attorney-General that the 2-cent fare law does not apply to interurban railroads. The Commission has always entertained the opinion that the 2-cent fare law did apply, and the companies, with scarce an exception, have in the main complied with the 2-cent fare law.

"By reading the statute of 1909, Acts 1909, pp. 51 and 52, it will be observed that it is unlawful for any common carrier engaged in the carriage of passengers upon a railroad or railroads, between points in this State to charge in excess of 2 cents per mile for the carriage of an adult passenger, or in excess of 1 cent per mile for the carriage of a passenger between 5 and 12 years of age.

"The opinion of the Attorney-General turns upon the subject of common carrier on a railroad or railroads, holding that the electric lines are not railroads in the sense in which the word is employed in the statute.

"It is also a fact that when the bills were before the Legislature they were to be amended so as to include the interurban lines, but these amendments were defeated. There has been no decision by any courts, so far as the Commission is aware, upon this subject in this State, and it is suggested that if you have a plain case where the facts can be readily obtained that you advise the Attorney-General in order that he may institute a suit to recover penalties under Section 3 of the act referred to, and the question can be determined in a case of that kind upon a decision in the higher court in case of appeal taken."

A. R. No. 1098. Through Car Service, Evansville to Indianapolis.

On June 14, 1911, the Commission took up with the general managers of the C. & E. I. and Vandalia Railroads the matter of providing a through car to leave Evansville early in the morning and to be switched on to the Vandalia Railroad so that passengers could come through to Indianapolis without change either at Vincennes or at Terre Haute. It was shown to the companies that in this way and by making close connection passengers might arrive

here in the daytime from Evansville at 11:30 or 12:00 o'clock and have three or four hours in the city and return the same night. It was shown that a large number of people residing at Evansville, Mt. Vernon, Boonville, Princeton, would be accommodated by the putting in of said service. Negotiations continued about this matter during the balance of the year and are still continuing. The general managers, however, have represented that there are such close connections provided in this service that it is doubtful whether or not it can be secured. The case is still pending.

A. R. No. 1099. Free Transportation.

E. M. Collier of Liberty Center complained that cinders were carried free for Studebaker Brothers and that other persons were charged for the same. Matter taken up with the Toledo, St. Louis and Western Railway Co., who responded that this was in error, that the cinders referred to were used for the benefit of the public and that no material was delivered to the Studebakers free. Case closed.

A. R. No. 1100. Claim for Error in Carrying Freight to Wrong Destination.

The Indiana Silo Co. of Anderson complained that the Pennsylvania Railroad Co. shipped car of freight to wrong destination and desiring refund. Upon full investigation it appeared that the rate charged was that which would have been charged if the freight had moved the shortest way. Complainant advised that under the circumstances there could be no refund, and case closed.

A. R. No. 1101. Abuse of Demurrage Rules.

South Bend Coal and Wood Co. complained of demurrage charges by the Indiana Northern Ry. Co. On investigation, it being shown that the Indiana Northern Ry. Co. was not a common carrier but was a private switching concern owned and controlled by the Oliver Chilled Plow Works, the Commission advised that there seemed to be no remedy. Opinion in A. R. No. 1005 with reference to rights of consignees was enclosed to complainant and case closed.

A. R. No. 1102. Reconsignment.

Kinney & Co. complained that they had two cars of grain shipped from Elnora to Pittsburgh which were stopped at Indianapolis on account of the refusal of the railroad company to allow a

reconsignment. The matter taken up by long distance telephone, permission secured from the railroad company to permit desired reconsignment in this case as to these cars, and case closed.

A. R. 1104. Use of Through Trains by Local Passenger.

Walter Schroyer complained that he was refused passage on train No. 20 on New York Central Lines from Indianapolis to Anderson, having ridden on this train from St. Louis to Indianapolis, his ticket being bought to Indianapolis. Matter taken up with the general passenger agent, who explained that this was a solid through Pullman train and that it would cause inconvenience to through passengers to do local business. This explanation given to complainant, and case closed.

A. R. 1105. Handling Inflammable Material.

Terre Haute Oil Co. complained that the Vandalia Railroad Co. failed to unload gasoline and oil shipped by the oil company in iron drums. Matter taken up with the superintendent of the railroad company, who advised that instructions had been issued to trainmen to unload this freight, keeping the same as far from buildings as possible, consignees to remove the same as soon as possible. On account of the combustible nature of these products this practice is regarded as reasonable by the Commission, and the case closed.

A. R. No. 1106. W. W. Huffman vs. Southern Railway Co. Failure to Keep Station Open Thirty Minutes Before Departure of Train.

Mr. Huffman complained informally to the Commission that on June 1, 1911, he went to the station of the Southern Railway at Huntingburg, arriving there at 12:35 a. m.; the train was due to leave at 12:50; that he made inquiry as to the whereabouts of the ticket agent and was advised that he was some distance down the platform looking after baggage. When the train arrived Mr. Huffman advised the conductor that he wanted to purchase a ticket, but no one was present to wait on him. He was advised to take the train any way, which he did, and when the ticket collector came along he required Mr. Huffman to pay the excess fare because of his failure to have ticket. He remonstrated, calling the attention of the conductor to the fact that he was unable to purchase a ticket at the station although ready and willing to do so. The collector became offensive and threatened to stop the train and put Mr. Huff-

man off unless he paid the excess fare as requested, which he did. The matter was taken up with the assistant general passenger agent of the company, who, in effect, tendered a general denial as to the conduct of the collector. The matter was again called to the attention of the assistant general passenger agent and the following recommendations were made to the company:

"First. That you shall have some one in the station proper to sell tickets up to the time of the departure of trains, or during the thirty minutes immediately preceding the departure of the train within which time a passenger is required to purchase a ticket or pay excess fare in case he does not; either this or issue an order to the effect that if the agent is to handle baggage and mail and passengers arrive between the time the agent leaves the ticket office and the departure of the train such passengers will not be charged on the train more than the regular fare. You will note that it might become embarrassing to a passenger who came to the station with the intention of purchasing a ticket and had with him only sufficient money to pay the regular fare, and failing on account of the absence of the agent to purchase a ticket he might be put off the train because he was unable to pay the excess as was collected of Mr. Huffman under the circumstances of his case.

"Second. That the company shall impose proper discipline upon the ticket collector for the unwarranted and ungentlemanly manner used by him toward the passenger, Mr. Huffman."

The Commission was advised by Mr. Beam, A. G. P. A., that the recommendations of the Commission would be carried into effect, and the case was closed.

A. R. No. 1107. George L. Roby vs. American Express Co. Inefficient Service.

The complainant wrote the Commission advising that the company affords insufficient service at Fowler, that trains pass the station during the night but no agent of the company is at the depot at the time these trains pass and consequently no service is obtained from them. The matter was taken up with the express company and the company advises that since November 1st they have provided an agent to be at these trains for the purpose of handling express to and from Fowler, and the case closed.

A. R. No. 1108. Discontinued Tariff.

Clinton Coal Co. complained to the Commission that the tariff making joint coal rates for coal originating on the C. & E. I. and destined to points on the C., C., C. & St. L. had been discontinued. Matter taken up with the general freight agent of the C. & E. I.,

with the result that these tariffs were re-established, complainant advised, and case closed.

A. R. No. 1109. Manufacturers' Coal Rates.

C. E. Miller, of Anderson, complained that he was denied the right given to other manufacturers on coal because he shipped in less than carload lots. Matter taken up with the assistant freight agent of the New York Central Lines, the Commission insisting that the manufacturer was entitled to the same rate as other manufacturers whether he shipped in carloads or less than carloads, with the result that Mr. Miller was put on the manufacturers' list and the case closed.

A. R. No. 1110. Ex Parte Indiana Electric Transmission Co. Construction of Transmission Power Wire over Railroad Tracks.

Application for approval of plan of construction of wire over tracks of Chicago, Terre Haute and Southeastern Ry. Co. at Latta Station. Some correspondence occurred between the Commission and the petitioner relative to the construction of its transmission power wire over the tracks of the railroad at the points mentioned. The company submitted blue print of plans and specifications showing the construction of the wire to be 36 feet above the rail, the poles and the manner of installing the same to be in accordance with the requirements of the statute, the same was approved and the case closed.

A. R. No. 1111. Car Shortage.

Moor and Crise, of Letts Corner, complained of car shortage. Matter taken up with the superintendent of the C., C., C. & St. L. Ry., who advised that while the railroad company was pressed for cars for the transportation of grain from July 10th to July 15th, during that time complainants received five cars, and that afterwards from the 17th to the 20th they received more cars than they could load. This seeming satisfactory, complainants were advised, and case closed.

A. R. No. 1112. Excursion Rules.

Inquiry whether or not the Railroad Commission of Indiana has made a rule by which compensation is paid to the society organization working up business for excursions. Advice that no rule has been adopted on this subject and that the practice may

continue of filing tariffs governing the rate applying under such circumstances, and the case closed.

A. R. No. 1113. Train Service.

This case concerns train service on the Effner Division of the Pennsylvania Lines and is still pending.

A. R. No. 1114.

Transferred to D. T. No. 3893.

A. R. No. 1115. Joint Coal Rates.

The petitioner asked to have joint coal rates established over the line of the respondent company and its connections. As a result of communications with the tariff department of the T., St. L. & W. R. R. Co., joint coal tariffs for the benefit of the petitioner were filed with the C., C., C. & St. L. and also with the C., I. & L. and with the L. E. & W. and F. W., C. & L. railroad companies. This has opened up territory for the petitioner to the extent of its desires except that it desires joint rates with the C. & E. I. to points within Indiana. The respondent company has been requested to establish joint rates over that line to points within the State, and the matter is still pending in that particular.

A. R. No. 1116. Claim for Damages.

This was a claim for damage to chicken coops by the Indiana Union Traction Co. The matter was taken up and after an extended correspondence and negotiation the amount of \$9.00 was paid by the Indiana Union Traction Co., instead of the \$18.00 claimed, and the case closed.

A. R. No. 1117. Freight Damaged by Fire.

The Hobart M. Cable Co. complained that a piano shipped by them was destroyed by fire in the warehouse of the railroad. Complainants advised that the duty of the railroad as a carrier ceased when the piano was placed in the warehouse and the consignee notified. Nothing further being heard, the case closed.

A. R. No. 1118. Box Car Stations.

The C., H. & D. Railroad applies for an extension of time within which to do away with the use of box cars at certain small stations. July 25th the Commission replied, and is inclined to grant a reasonable extension of time, but that new stations should be provided before the winter comes on, and the case closed.

A. R. No. 1119. Car Shortage.

Farden & Cooper, of Pine Village, complained of car shortage. General superintendent of C. & E. I. notified, who responded that cars would be furnished at once to complainants, and case closed.

A. R. No. 1120. Joint Rates on Coal.

The Domestic Block Coal Co. complained through J. V. Zartman, secretary of the Indiana Manufacturers and Shippers' Association, that the Big Four Railroad declined to make joint rates with the C. & E. I. on coal from Brazil to points on the Big Four. Commission responded that application should be made to the railroad companies to put in these joint rates and if they failed to do so the Commission, on application, would make such joint rates, and case closed.

A. R. No. 1122 Usefulness of Highways Impaired by Railroad.

Hon Warren N. Hauck complained that highways were destroyed by the Big Four in the reconstruction of its track. Complainant advised of the law in this regard and suggestion made to file a petition with the Railroad Commission setting out all the facts.

A. R. No. 1123. Depot at Rushville.

See Formal Docket No. 573.

A. R. No. 1124. Car Shortage.

W. B. Hutchinson, of Michigan City, complained of shortage of ~~stone cars~~ **Matter** taken up with General Superintendent Trump of **Grand Trunk** Railway, who responded that within forty-eight hours cars will be furnished, and case closed.

A. R. No. 1125. Continuous Ringing of Crossing Bell.

Thomas Morrow, of Cromwell, complained of crossing bell ringing continuously. Matter taken up by wire with general manager, who responded that the same would be attended to at once. Afterwards general manager wired that bells had been repaired. No further cause of complaint, the case closed.

A. R. No. 1126. Wm. R. Hines vs. C., I. & L. Ry. Co. and the T. H., I. & E. Traction Co.

The petitioner in this case represented that he was desirous of building and operating a grain elevator along the line of the T. H..

I. & E. Traction Co. between Lebanon and Frankfort and had failed to secure arrangements for interchange of service between said companies, and prayed the Commission for an order to require the two companies to make physical connection of their lines for the interchange of business in carload lots at the city of Frankfort. The C., I. & L. Railway Co. declined to join with the traction company to effect physical connection for interchange at Frankfort. After the petition was filed and a conference held between the carriers and the petitioner, the petitioner concluded that he would not engage in the enterprise suggested in his petition and requested the same to be dismissed, which accordingly was done, and the case closed.

A. R. No. 1127. Delay in Movement of Freight.

Kramer & Sons of LaPorte complained of wretched service on the Pere Marquette Railroad, giving specific instances of extraordinary delays in the movement of freight. Matter taken up with general superintendent in an extended correspondence, who advised finally that such changes had been made in the organization of his company that such delays would not occur again, and case closed.

A. R. No. 1128. Excessive Switching Charges.

J. M. Buck & Co., of Bluffton, complained of switching charges at that place. Matter transferred to Formal Docket No. 537, which see.

A. R. No. 1129. Depot Facilities at Caledonia.

Marion Coal Co. complained of depot facilities at Caledonia. Matter taken up by the Commission. It being shown that the population is small and business does not justify an agent, Superintendent McCabe is requested to investigate and advise what better facilities can be provided, and case pending.

A. R. No. 1130. Passenger Service.

Hon. J. H. Greiger complained of the irregular and delayed trains on the LaCrosse Division of the Pere Marquette. Matter taken up with superintendent, who, on August 7th responded that he had made a change in the organization with a view of bettering conditions and he believed there would be no further cause of complaint. Letter forwarded to complainant. Nothing further being heard, case closed.

A. R. No. 1131. Inquiry of A. A. Zion, superintendent Indianapolis Union Ry. Co., with reference to Senate Bill No. 70, the Same Being an Act to Regulate the Number of Men Engaged in Switching Cars.

Commission advised as follows: "You ask whether or not this law would allow you to continue to switch a train or cut of cars through to destination if one of the crew should suddenly become unfit for duty on account of injury or sudden illness or death. So far as this Commission is concerned, we endeavor to enforce railroad laws in a practical and sensible way. We would not commence a prosecution against your company for moving a train or cut of cars on to destination in the event of such unlooked for and sudden occurrence as you state might happen. We would be of the opinion that it would be best for all concerned that the train or cut of cars be carried on to destination and that the railroad company should not be put to the expense of delaying the train or cut of cars, nor the men be put to the inconvenience of delay in such a case as you mention." Case closed.

A. R. No. 1132. Overcrowded Cars.

J. Zimmerman and others, of Edgewood, complained to the Commission of crowded condition of cars on the I., C. & S. Traction Co. Matter taken up with the general manager, who explained that these conditions were caused partly by people of Edgewood and vicinity getting on through cars instead of local cars. The company agreed, however, to put on another car to relieve the condition, and case closed.

A. R. No. 1133. Stopping Trains of Cars at Railroad Crossings.

J. B. Cockrum, attorney of Lake Erie and Western R. R. Co., asked opinion of Commission concerning stops at railroad crossings by enginemen and motormen. The Commission replied that it has not changed its views on this question, expressed in case No. A. R. 263, found in the Report of 1907, p. 309. Case closed.

A. R. No. 1134 Routing Shipments.

Complaint of Dewey Brothers Co. of Manchester, Ohio, that the P., C., C. & St. L. refuse to forward car loaded with distiller's dried grain routing the same via the C., C., C. & St. L. Railway. Matter taken up with the agent of the P., C., C. & St. L., who advised that his company could not make delivery by the C., C., C.

& St. L., but would deliver at Indianapolis on its own tracks; whereupon, Commission advised the traffic department of the Pennsylvania that failure to route said car as per shipper's instructions would be in violation of the statute of this State, and the Commission would regard it as its duty to institute suit to collect penalty for such refusal. The Commission was advised on July 22d that instructions had been issued to route shipment via North Vernon and C., C., C. & St. L. Railway. The car was thus carried to destination and delivered to consignee, and case closed.

A. R. No. 1135. Stock Scales at Loogootee.

J. V. Smith vs. B. & O. S. W. R. R. Co. Mr. Smith complained informally to the Commission that the railroad company declined to install and maintain stock scales at Loogootee, Ind., for the purpose of weighing stock shipped over the line of road. The matter was taken up with the company and a conference followed between Mr. Smith and the company. The former writes the Commission that he has been thoroughly satisfied with the accommodations of the company and requests to close the case, which has been done.

A. R. No. 1136. Material for Telephone Wires.

J. C. Blair, of Lynn, Ind., desires to be advised whether copper clad wires may be used instead of copper wire in stringing a line over the right of way. The Commission advised, quoting law and advising that the statute expressly stipulates copper wire, and so far the Commission has not seen fit to modify the statute to the use of copper clad wire. Case closed.

A. R. No. 1137. Depot Accommodations at Brookston.

G. G. Jennings and others complain of depot accommodations at Brookston. Matter taken up with the company and some improvements made for which the complainants thank the Commission. Complainants advise that they are too busy to press the other improvements mentioned, and the railroad company insisting that conditions will be satisfactory at that point when cinders become properly packed, and that it had gone recently to very great expense in the construction of new depots and finds it impossible to go to further expenditure at this time, and case pending.

A. R. No. 1139. Continuous Ringing of Crossing Bell.

Complaint from Bainbridge that they desired a flagman instead of a crossing bell. The Commission explained that if the town

board should take action by passing a resolution on this subject and the railroad company should appeal to the Commission it would give the Commission jurisdiction in the matter. Meanwhile, the Commission requested the general manager of the railroad company to correct the continuous ringing of the bell, which was promptly done and complainants advised. Nothing further being heard from them, the case closed.

A. R. No. 1140 Train Service on LaCrosse Division of Pere Marquette.

On August 10, 1911, another complaint on this subject was received from W. W. Collom. This matter had already been taken up with General Superintendent Trump in other cases and the results obtained. Complainant advised of action in other cases, and this case closed.

A. R. No. 1141. Stock Pens and Loading Chutes.

Complaint from New Augusta with reference to condition of stock pens and loading chutes at that point. Case pending.

A. R. No. 1142. Failure to Place Car.

Carter Hay Company complained that they had a car of hay consigned from Zionsville, that the car had been in the city for several days in the C., C., C. & St. L. yards and they could not get the same placed. The matter was taken up with the railroad company with the result that the car was placed within the next two hours. Complainant advised, and case closed.

A. R. No. 1143. Violations of Full Train Crew Act.

A great many complaints on this subject reached the Commission and the matter was taken up with the Attorney-General with reference, especially, to the use of colored porters on the trains. This matter was further pressed by the Commission with the result that in most if not in all cases the colored porters have been taken off. As a further result of the agitation of this matter, the Commission has adopted a rule to have its inspectors when violations of this act occur to call upon the prosecuting attorneys in the various counties and report the facts, and if in the opinion of the prosecuting attorney the facts are such as to justify prosecution, affidavit is at once made by the inspector and the prosecution commenced. Whereupon this particular case was closed.

A. R. No. 1144. Fencing Right of Way.

Mrs. Lillian Gonser, of Hudson, Ind., inquired of the Commission concerning this subject, and the Commission on September 6th, through Commissioner McClure, responded as follows:

"In answer to your letter, requesting the Commission to take up the matter of requiring the railroad company to fence its right of way where it passes by or through your lands, Section 5447 of the Revised Acts of 1908 fixes the requirement of railroads to fence their right of way through improved and enclosed lands. Section 5448 of the same revision provides that when any railroad corporation neglects or refuses to construct a fence, barriers or cattle-guards, as provided in Section 5447, the owner of any lands abutting on the land or right of way of the railroad shall have the right after giving thirty days' notice in writing of his intention so to do, to be served upon the nearest freight receiving and shipping agent employed by the company, or person controlling and operating said railroad to enter upon the land, right of way and track of said railroad, and may build, erect and construct such fence, barriers and cattle-guards as therein provided for, so far as the lands of such landowner abut on the land and right of way of said railroad, and when he has completed the same he may present to the agent of such corporation or person controlling or operating such road at the nearest shipping station to the tract of land so fenced, an itemized statement verified by the affidavit of such person, or his agent, of the expenses thereof, including material and labor, and if such corporation or person so operating said road neglect or refuse for sixty days to pay said account such land owner may recover, in any court of competent jurisdiction, the reasonable value of such fence, barrier and cattle-guards from said corporation or person operating the same, together with reasonable attorney's fees: Provided, however, If such railroad corporation or other person operating the same so liable for the value of such fence, cattle-guards and barriers, shall, within sixty days, make a tender of a sum of money to such person in satisfaction of such claim or liability against such corporation or person, and such person to whom such tender is made shall refuse to accept the same in satisfaction of such claim, and shall sue for the recovery of the value of such fence, barriers and cattle-guards, and shall not recover more than the amount so tendered, he shall not in such action recover attorney's fees.

"If the right of way at the point in question had been fenced and the fence had become out of repair, then the land owner may notify the agent of the railroad company in writing at the station nearest the tract of land so owned by such person that any portion of the fence is out of repair, stating where the same is out of repair and the probable cost of making such repair, and if such railroad corporation, lessee, assignee or receiver, or other person or corporation shall fail for thirty days to make or commence such repairs, then the landowner shall have the right to enter upon the land and make the repairs himself, and shall furnish a sworn, itemized account of the cost of making such repairs, including the material and labor necessary, to the agent aforesaid, and if the bill is not paid within sixty days from the time the same was so furnished to

such agent, the said party so making such repairs may recover the reasonable value of such repairs so made from such railroad corporation, lessee, assignee, receiver or other person or corporation so controlling and operating the same, together with reasonable attorney's fees: Provided, That in case the said railroad corporation or person operating the same, liable for such repairs, shall, within sixty days, tender to such person so making such repairs a sum of money in satisfaction of such repairs made by him, and such person shall refuse to accept the same, and shall sue for the recovery of the value of such repairs, and shall not recover more than was so tendered, he shall not recover attorney's fees in such suit.

"The Railroad Commission of Indiana has no jurisdiction to require the fencing in question to be done when the statute gives the landowner the right to have his land fenced where the railroad passes through or by it and to collect the charges for making the necessary repairs."

A. R. No. 1145.

See A. R. No. 1137.

A. R. No. 1146. Failure to Furnish Cars.

A. E. Malsbary, of Remington, Ind., desires to know whether the railroad company can be compelled to deliver cars for his shipments when he has no grain elevator. The Commission replied, citing and quoting shippers' bill, advising the complainant to read the law carefully and to advise the carrier that he intends to assert his rights under this law. The Commission suggests that this would settle this question. Nothing further having been heard from him, it is presumed that it is settled, and the case closed.

A. R. No. 1147. H. E. Dorsey vs. Wabash R. R. Co. Overcharge on Freight Shipment, also Switching Charges.

See D. T. File on this subject.

A. R. No. 1148. Case transferred to I. R. Docket No. 3818.

A. R. No. 1149. Advance in Coal Rates at Seymour, Indiana.
Case pending.

A. R. No. 1150. Milling in Transit Rates.

This case concerned the discontinuance of milling in transit rates from certain points in Indiana. Complaint was made by Blish Milling Co., of Seymour, Ind. On September 4th the company advised the Commission that the rates would be reinstated and matter adjusted and asked the Commission to let the matter rest until they heard further from the Pennsylvania Co. Nothing further being heard, it is presumed that the case is properly adjusted and the same is closed.

A. R. No. 1151. Excessive Passenger Rates.

Scruggs & Co., Mooresville, complained to the Commission that the T. H., I. & E. were making an illegal and excessive charge in passenger rates between Mooresville and Friendswood. The Commission sent its consulting engineer to make an actual measurement of the distance between the two places, and it being found that according to the distance the correct charge was five cents instead of ten cents, the company was notified to correct the charge, which was immediately done and the case closed.

A. R. No. 1152 Claim for Damage to Sewing Machine.

L. Parker, of Indianapolis, claimed that a sewing machine had been damaged in transit from Spiceland to Indianapolis by the T. H., I & E. Traction Co. On investigation it was found that the machine might have been injured after it was delivered to a local transfer company, but the claimant was advised that under the circumstances the Commission had no jurisdiction of the claim. On November 2d, however, the Commission asked Mr. Parker for further facts, and on November 3d received a letter advising that the matter had been adjusted, and the case closed.

A. R. No. 1153. Interchange Between Steam and Traction Railroads.

The Wabash Valley Sanitarium applied to the Commission to secure interchange of coal in carloads from the C., I. & L. to the Fort Wayne and Northern Indiana Traction Co. for delivery to the sanitarium. Matter taken up with the management of the C., I. & L. with the result that that company agreed to interchange cars intended for the sanitarium because it was a charitable institution, it being agreed also that this should not be considered a precedent to order interchanges at other points, and the case closed.

A. R. No. 1154. Reinstatement of Through Express Service.

The Clinton Ice Cream Co. complained that the United States Express Co. had discontinued transfer service between the C. & E. I. and the C., H. & D. depots at Hillsdale. Formerly the two railroad companies maintained one depot. Afterwards each company constructed a new depot, about 500 feet apart, and on this account the express company discontinued through service at that point. In this case, on the demand of the Commission, the express company agreed to install a wagon and transfer express from one station to the other, effective October 1st, and case was closed.

A. R. No. 1155. Unsatisfactory Train Service.

Citizens of Wakarusa complained to the Commission of imperfect train service at Wakarusa on the Wabash Railroad. Matter taken up with the general management of the Wabash Railroad, with the result that satisfactory arrangements were made, among other things including a stop by No. 6 at Wakarusa. This was satisfactory to petitioners and case was closed.

A. R. No. 1156. Box Car Depot at Rutland, Ind.

Complaint of P. D. Berlin that the New York, Chicago and St. Louis Railroad used a box car for depot at Rutland, Ind. Matter taken up with the railroad company, when it developed that the earnings were so small that the railroad company had intended to make a prepay station of it. The railroad company advised also that if a store was opened at the place or a grain elevator put in and there was enough business to justify a station in any way, they would put up a station building. The matter still pending in order to get the same in satisfactory shape.

A. R. No. 1157. Depot Facilities at Stewart.

Complaint of J. F. Grant, asking for a new depot at Stewart, Ind. Matter taken up with the C., I. & S. Railway, whose general manager stated that the travel and ticket sales from that station were extremely light. However, the company had secured a second-hand building that they would have moved to the place, kept clean and well heated and lighted with other proper depot facilities. Petitioner advised. and this seeming to be satisfactory, the case was closed.

A. R. No. 1158. Tower for Control of Gates at Hazelton, Ind.

This case was the result of the old formal case at Hazelton in which the railroad company was required to protect crossings with electric bells and to absolutely maintain slow speed through the town of Hazelton. The slow speed ordinance was so strictly enforced by the Commission that it became burdensome to the company, and the result has been that concrete sidewalks have been constructed partly at the expense of the railroad company, it is presumed, on the north side of the tracks, and matters put in shape so that the railroad is not now used as a thoroughfare by citizens of that town. Meanwhile, also, the railroad company, in order to be relieved of the slow speed ordinance, has agreed to con-

struct gates at the crossings heretofore complained of and the gates have actually been put in. This complaint concerned their delay to put up a tower controlling the operation of the gates. In a conference with a member of the Commission, the general superintendent of the railroad company said that this would be done, and it probably has been done, but the case is still pending to keep advised as to the operation of the gates.

A. R. No. 1159. Legal Lateral Clearance.

Inquiry from Kokomo Sanitary Manufacturing Co. as to how close a concrete wall may be constructed to a switch track on premises. Advice that the proper clearance is seven feet from the center of track, and case closed.

A. R. No. 1160. Construction of Demurrage Rules.

Inquiry from the B. B. Bottle Co., of Spencer, Ind., as to construction of demurrage rules. The company was advised that while car was placed at 7 a. m. on the 16th and released at 3 p. m. on the 18th, as follows: "Whether you are liable or not depends upon whether the car was set before or after 7 a. m. on the 16th. If it was placed on your switch before 7 a. m., demurrage commenced to accrue from that time; from 7 a. m. the 16th to 7 a. m. the 17th, and from 7 a. m. the 17th to 7 a. m. the 18th is 48 hours. After 7 a. m. on the 16th the demurrage commenced to accrue and you would be liable for demurrage from that hour, provided, as said above, the car was set before 7 a. m. on the 16th. As to the second question, if you released the car before the first 24 hours and worked under the average agreement, you are certainly entitled to a credit of one day," and case closed.

A. R. No. 1161. Rate for Corpse, Interurban Lines.

Complaint from North Webster, Ind., of excessive fare charged by interurban line for transportation of corpse. Commission advised that it has no power over the rates on interurban lines, and case closed.

A. R. No. 1162. Reciprocal Demurrage.

Wadena Grain Co. of Wadena, Ind., desired to know if reciprocal demurrage prevailed in this State, if the principle of reciprocal demurrage was recognized in this State. Response as follows: "The uniform code of demurrage rules generally prevailing in

this and other States does not provide for reciprocal demurrage. To meet this want of the shippers, the Shippers' Bill, Chapter 231 of the Acts of 1907, was passed. This act gives the right to make the requisition for cars and to demand and collect a penalty if they are not provided. The act, however, extends only within the limits of the State. If the Commission had drafted an act attempting to extend farther than State limits it would have failed in its purpose." Inquiry being fully answered, the case was closed.

A. R. No. 1163. Delay in Shipment of Household Goods.

Complaint of B. H. Cook that the C., H. & D. had greatly delayed shipment of household goods. Superintendent called on telephone to advise reason of delay. Reason given to complainant, who was further advised that in such cases his remedy was in the courts to collect damages for the delay, and case closed.

A. R. No. 1164. Employment of Conductor by Traction Co.

Advice from the secretary of the Beech Grove Traction Co. that they had employed a certain man as conductor, the purpose of the communication being to obtain the approval of the Commission. The traction company advised that the qualifications prescribed by the recommendations of this Commission and accepted by the companies applied to the motorman and not to the conductor, that under the circumstances he had the right to employ Mr. Lancaster on the very good record shown by him, and the case closed.

A. R. No. 1165. Delay in Shipment of Household Goods.

George W. Steele, of Marion, complained to the Commission of delay in shipment on the Big Four Railroad. Matter taken up with the company and delay explained. Complainant advised that the reason for the delay was on account of repairs made to the car in transit, and nothing further being heard from him, the case closed.

A. R. No. 1166. Shelter Shed at Clingenpeel Crossing, Ind.

Case transferred to Formal Docket No. 554.

A. R. No. 1167. Train Service Over the Michigan Division of the C., C., C. & St. L. Railway between Shirley and Anderson, Ind.

The Commission took up with the C., C., C. & St. L. Ry. Co. the question of better train service between Shirley and Anderson,

Ind. The time of the trains from Anderson south is 7 o'clock a. m. and 2 o'clock p. m. The trains arrive from the south at 12 o'clock m. and 7 o'clock p. m. At points from Shirley north to Anderson the trains run at such hours as to give persons desiring to do business at Anderson only two hours' time. It was suggested to the company that the movement of the train from Indianapolis to Benton Harbor in the morning and from Benton Harbor to Indianapolis in the evening could be effected by leaving Indianapolis over the P. & E. Division and taking the Michigan Division at Shirley, thence north, via Anderson, to Benton Harbor. In the evening, instead of coming to Indianapolis over the Cleveland and Indianapolis Division the train could run to Shirley and thence to Indianapolis over the P. & E. Division, providing more accommodations and better time for people along the line between Anderson and Shirley when doing business in the city of Anderson. The company, through its general passenger agent, declined to make the change for the reason that the running time would be increased. The distance from Benton Harbor to Indianapolis via Shirley is several miles farther than via Anderson, and the matter was temporarily closed.

A. R. No. 1168. Interchange Between Steam and Traction Lines.

Complaint of the Indiana Grain Dealers' Association of failure to secure joint rates on grain originating on the Bluffton, Geneva and Celina Traction lines and destined to various points, State and interstate, on steam lines. As to interchange between steam and traction lines, see opinion of the Commission in A. R. case No. 1053.

A. R. No. 1169. Failure to Stop Cars on Traction Line.

Complaint of C. R. Clarke, of Auburn, Ind., of failure of motormen on the Toledo and Chicago Interurban line to stop for flag stations for passengers in the night time. Matter taken up with the company by chief inspector, conference with superintendent of the company, and directions given to motormen to cease running by people at flag stops even though they do not display any light. The chief inspector believes there will be no further trouble along this line in that matter; complainant advised, and case closed.

A. R. No. 1170. Rates on Coal, Proper Charge.

W. H. Way, of Quincy, Ind., submitted to the Commission the question of charges made against him for a carload of coal. He

was advised that the proper rate was 55 cents a ton and that scale weights would apply not less than 80 per cent. of the marked capacity of the car, that otherwise the charge against him was correct. Case closed.

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A. R. No. 1171. Rates on Coal when Half Car Loaded at one Point and Half at Another Point Farther On.

Wadena Grain Co. complained of charges made under circumstances mentioned in the heading in this case; one-half of the coal was unloaded at Lochiel, Ind., and the other half forwarded to complainants at Wadena who were charged for the marked capacity of the car. Complainants advised that under the tariffs on file, such a shipment not being in contemplation when the tariffs were made, they were necessarily charged the capacity of the car, and case closed.

A. R. No. 1172. Ex Parte Grain Dealers' Association. Petition to require Carriers to Safeguard "Order Bills of Lading."

A conference was held with the secretary of the Grain Dealers' Association and the traffic departments of the P., C., C. & St. L. Ry. Co., the C., C., C. & St. L. Ry. Co., the L. E. & W. R. R. Co., the C., H. & D. Ry. Co., the Vandalia Railroad Co., and the B. & O. S. W. R. R. Co., Mr. Bert A. Boyd, Grain Broker, and E. K. Shepard of the Cleveland Grain Co. It was suggested by Mr. C. B. Riley, Secretary of the Grain Dealers' Association, that "Order Bills of Lading" should be kept under lock and key at each agency on the lines, that when the same are issued they should bear the stamp of the agent and the order should be made out in ink, indelible pencil, or by typewriter, and should be issued in serial numbers. It developed that nearly all of the roads in issuing bills of lading require the agent to stamp the same and that the order is filled in in either ink, indelible pencil or typewriter at the present. Much objection was urged by the carriers against requiring the orders to be kept under lock and key and to be issued in serial numbers, for the reason that this would be no safeguarding against counterfeiting the same and putting in circulation fraudulent orders. It developed on the hearing that legislation is pending before Congress to require banks transmitting drafts with bills of lading attached to be responsible for the genuineness of the bill of lading connected therewith. If legislation along this line should be successful, it would afford the greatest protection to persons dealing in this class of security. The Commission will issue a circular

letter to all the carriers requesting that instructions issue to the effect that bills of lading issued by agents along their lines shall be in ink, indelible pencil or typewriter, and each bill be stamped in the same manner as tickets, and the case closed.

A. R. No. 1173. Overhead Clearance.

Application of Dodge Manufacturing Co., of Mishawaka, for permission to construct a bridge 17 feet above the top of the rail of the side track in their plant. Matter examined by inspector, who reported: "The proposed bridge will be 17 feet above the top of the rail of this track, which is a stub track, and this bridge will cross the track about 200 feet from the end, that the movements over the track are slow ones and the company will erect tell tales upon both sides of the bridge." Inasmuch as there is practically no danger, the Commission advised that no penalties would be exacted by this Commission for such construction, and case closed.

A. R. No. 1174. Bunching Cars.

Complaint of C. E. Belleville, of Evansville, of bunching cars. Rule 8 of Uniform Demurrage Rules quoted to him, which provides that where cars are bunched by the act of neglect of carriers additional free time should be allowed, and case closed.

A. R. No. 1175. Emergency Rate.

Application of carrier to make effective at once rate on pumpkins. Response allowing rate to take effect at once, and case closed.

A. R. No. 1176. Delay in Switching Cars.

Hoadley Stone Co., of Bloomington, complained of excessive delays in the switching of their cars at Bloomington. Matter taken up at the instance of J. V. Zartman, Secretary of the Indiana Manufacturers' Association, with A. H. Westfall, general manager of the Monon Railroad, who explained that the delay was caused by the congestion of business, that the congestion was cleaned up and would probably not occur again and Hoadley Mill was receiving all the switching complainants called for; complainants advised, and case closed.

A. R. No. 1177. Switching Facilities.

S. Bash & Co. complained of their switching facilities at Fort Wayne. Complainants promptly and fully advised of all their

rights in this matter, whereupon they asked for a conference with the Commission, the Commission advised that the same would be granted at any time, and case pending.

A. R. No. 1178.

Transferred to I. R. Docket No. I. R. No. 4096.

A. R. No. 1179.

Transferred to I. R. Docket No. I. R. No. 4097.

A. R. No. 1180. George J. Klemm vs. T. H., I. & E. Traction Co. Freight Service.

The complainant wrote the Commission advising that the T. H., I. & E. Traction Co. affords very inefficient freight service at Milltown, that the freight is carried from Milltown, which is on a branch line about two miles in length and connecting from Milltown to Cambridge City and at the latter place connecting with the main line of the respondent company; that the freight is carried on an open flat car and when the weather is threatening or raining the crew will not receive the freight and the petitioner is at times required to have his freight, which consists of flour, hauled to Cambridge City. The company has no turntable or siding at Milltown and it uses a flat car to haul what freight originates at that point to Cambridge City by using a car without any cover. In one direction it is necessary to push the car in front of the motor car, and if it was a covered car the view of the track would be entirely excluded from the motorman. The general superintendent of the company has provided a covering for the freight so that it may be received at any time, and provision is also made for the freight car to lay at Milltown one hour prior to each trip. The petitioner has been informed of the improved condition, and the case closed.

A. R. No. 1181. Temporary Depot.

Superintendent Ohlinger asks for extension of time to construct modern depot at Lewisville, time to be extended until certain track changes shall be made at that point and additional property acquired. Under the circumstances, petition was granted and the case is pending.

A. R. No. 1182. Petition from the Indiana Forestry Association with Reference to Free Transportation for its Secretary.

On October 10th the Commission responded to Hon. W. A. Guthrie, Chairman of the Finance Committee, as follows:

"Referring to your conference with Chairman Wood and your letter of the 6th with reference to free transportation for Mr. Edward J. Hancock, Secretary of the Indiana Forestry Association, I am directed by the Commission to call your attention to Section 13, Subdivision E of the Railroad Commission Act, page 479, of the Acts of 1907. You will note that among the exceptions to the rule forbidding free passes, the following are included, namely: Persons exclusively engaged in charitable and eleemosynary work. If Mr. Hancock is engaged exclusively in the work of promoting the Indiana Forestry Association, it seems to the Commission that a pass might be issued to him in accordance with the exception made to the act above quoted."

A. R. No. 1183. Switching Facilities.

Fox Hill Coal Co. of Ayrshire asked information of the Commission with reference to the power of the Commission to order switches. Advice that the Commission has such power, quoting the act of 1907 with reference thereto, and case closed.

A. R. No. 1184. John E. Griffith, Town Clerk of Dugger, vs. Illinois Central Railroad.

Complaint filed with Commission relative to the manner in which respondent line of railroad crossed a certain street within the town of Dugger. The Commission made certain investigations and finding that they had no jurisdiction relative to this matter, the same is therefore dismissed.

A. R. No. 1185. Depot Facilities.

Joel C. Burgess asked information from the Commission as to how depot facilities can be provided for Deerfield, Ind. Commission advised, calling attention to the recent act of the Legislature, whereupon petition was filed and this case closed and transferred to Formal Docket No. 564.

A. R. No. 1186. Discrepancy Between Actual and Minimum Weights.

The Grover Coal Co. complained to the Commission that it had received consignments of coal where the weight of the coal was less than the amount shown on the bill of lading and requested to be

advised as to what their recourse was. The Commission advised the company that, "In the event you have been charged for the minimum capacity of the car and it has been loaded to its actual capacity and it does not carry the minimum weight, then it would be your duty to file with the company a claim for a refund in your freight bill in order to reduce the amount that you should finally pay the company to what the freight would amount to charged on the basis of the actual weight carried in the particular car." Nothing further having been heard from the company, the case was closed.

A. R. No. 1187. Relative to the Examination of Employes of one Line Operating on the Line of Another Road.

The assistant general manager of the L. & N. Railway & Lighting Co. wrote the Commission, advising that under the arrangement between the Louisville & Northern Railway and Lighting Co. and the Indianapolis and Louisville Traction Co., which connect at Sellersburg, the employes of both lines and also those of the I., C. & S. Traction Co. operate over the lines of both roads, and the assistant manager above mentioned asked to be advised as to whether or not his company should examine the trainmen of the other lines that worked over the line of his road. Mr. Scott was advised that the Commission was not fully advised as to whether or not the different companies have in effect the same rules, but in case the rules are identical, the Commission held that the examination by the original employing company would be sufficient when a proper certification was made to the other company. Where rules and time-cards and bulletins were different, the Louisville and Northern Railway and Lighting Co. should examine the employes of the other companies where they operated over its line with reference to these matters, and the case was closed.

A. R. No. 1188. Passenger Rates.

Fred L. Bodenhafer complained to the Commission that the Toledo and Chicago Interurban Railway was charging ten cents between Kendallville and Stop 66, a distance of three miles. This matter was taken up with the superintendent, who advised that it was an error in the tariff and that bulletins had been issued and conductors directed to make a charge of five cents, and case closed.

A. R. No. 1189. In the Matter of Free Transportation Issued by the Gary and Interurban Ry. Co. and the Gary, Hammond and East Chicago Ry. Co.

This matter was investigated by the Commission and the following report was made, which was approved, and the case closed.

McCLURE, *Commissioner*:

Information was imparted to the Commission to the effect that the above named traction lines had issued free passes and transportation to a number of parties along the line of the roads who were not entitled to the same under the act of March 6, 1907. I directed Mr. Scott, chief inspector of the Commission, to visit the offices of the company and make examination in reference thereto. He did so and reported a list of persons to whom free transportation had been issued by the Gary and Interurban Ry. Co. A number of these were issued to the officers of the company and employes thereof, who come within the statute, and to other traction companies and inspectors of the Commission, but a number of passes were issued to the officers of the cities of Gary and Hammond, Ind. The report of the chief inspector further contained the statement that the line of the Gary and Interurban Railway operates wholly within the corporate limits of the cities of Hammond and Gary and that the corporate lines of the two cities are contiguous, that the cars used thereon are of the ordinary street car type double end car, vestibules on both ends, no space for baggage or express, and that two 5-cent fares are collected on each trip, "one when you leave Gary or Hammond, as the case may be, and the other as soon as the car reaches the limits of the other city."

Section 18 of the Act of March 9, 1907, Acts 1907, p. 483, which defines the application of the Railroad Commission Act, contains the following language:

"The provisions of this act shall not apply to street railroads engaged solely in the carriage of passengers within the limits of any cities or towns in this State."

The Attorney-General of Indiana, in response to an inquiry of the Commission as to its power and authority over certain traction lines, including the Gary and Interurban, after quoting the above sentence, says:

"If two or more cities were adjacent, a street railroad line occupying the streets of more than one of such cities would be also an interurban railroad, but under the clause numbered one above, the act would not apply to such railroad, 'if engaged solely in the carriage of passengers within the limits of such cities.'"

In the case of Michigan Central Railroad Co. vs. Hammond Electric Railroad Co., 42 Ind. App., p. 66, the court held that an interurban line operated through the cities of Hammond, East Chicago and Whiting is a street railway. The court, in its opinion, among other things, said:

"It is shown by the evidence that appellee operates large double truck cars through the cities of Hammond, East Chicago and

Whiting, all of which cities are contiguous to and in conjunction with an Illinois corporation, to Sixty-third street in the city of Chicago; that all of said lines, except a very small portion, are within corporate limits of a city or town; that no interstate cars are run, or expected to be run, over Calumet avenue, only local cars being operated thereon; that its franchise permits it to carry United States mail and persons and property, as provided by the act of the Legislature of 1901 (Acts 1901, p. 461, Section 5868a-5468h Burns 1901); that only passengers have, in fact, been carried over appellee's lines; that appellee was organized under the general street railway laws, and uses electricity as a motive power; that its lines are built on the public streets and highways; that it stops at all street crossings in the cities and towns through which it passes, and between such crossings where the distance is great or the convenience of passengers required it, to take on or let off passengers; that it maintains its tracks at a level with the streets and has paved and sprinkled certain portions thereof; that 5-cent fares could be charged from any point on its said lines to any other point thereon within the State, and transfers issued for connecting lines within any of said cities and towns operated by appellant.

"These facts clearly show that appellee was invested with and was exercising the rights, powers and privileges of a street railway company."

The facts in reference to the operation of the Gary and Interurban Railway are substantially the same as the facts set out in the Appellate Court decision above quoted, and that decision is especially in point so far as this company is concerned.

The line in question being wholly within the corporate limits of the two cities of Gary and Hammond, it must necessarily be limited to the carriage of passengers within the limits of the cities above referred to and therefore would not be subject to the provisions of the Railroad Commission Act, and could lawfully issue passes to whomsoever it might desire. I therefore recommend that this subject be dismissed from further consideration.

A. R. No. 1190. Change of Grade Crossing.

Case pending.

A. R. No. 1191. Switching Facilities.

Complaint of George M. Mock, of Indianapolis, for additional switching facilities. Under the circumstances of the case, the Commission was of the opinion that the application could not be granted, and the case was dismissed.

A. R. No. 1192. Passenger Train Service.

Complaint from Poland, Ind., of passenger service on the C., I. & L. Railway. Matter taken up with the result that complainant

was advised that he might expect better train service in the future, but with reference to this and other matters, case pending.

A. R. No. 1193. Delays in Transportation to Points South of Ohio River.

Complaint from Logansport of delays in transportation to points south of the Ohio River. Complainants advised that the Commission has no power to compel railroads to afford quick transportation to points outside of the State and suggests application to Interstate Commerce Commission or suit in court for unreasonable delays.

A. R. No. 1194. Interchange from Steam Railroad to Switch on Traction Line.

Dixon & Locker, of South Bend, complained that their yard is situated on the traction line in such way that it is impossible to get steam line connection and asked that the Grand Trunk Railway be compelled to exchange cars to their siding. Matter taken up with the railroad company, and case pending.

A. R. No. 1195. Transmission Power Wires over Railroad Tracks.

The superintendent of the Vincennes Electric Co. advised that at two places in the city of Vincennes their wires crossed the railroad tracks at less than 35 feet elevation, the wires carrying a voltage of 2,300, and requesting to be permitted to maintain the wires at the present height of 25 feet. The Commission took the matter up with the superintendent, advising that the wires should be raised to the statutory height of 35 feet and constructed over these tracks in conformity with the act of March 6, 1911. Subsequent correspondence with the company resulted in the company agreeing to raise their wires to the full height of 35 feet and construct the same according to the requirements of the statutes and the recommendations of the Commission, and the case was closed.

A. R. No. 1196. Package Lost by Express Company.

C. E. Hall, of Greensburg, complained that he had shipped a package of goods by the United States Express Co. which had been lost in transit and the express company had declined to pay his claim. Matter taken up by the Commission with Mr. C. H. Crosby, vice-president and general manager of the United States Express Co., New York City. The express company claimed that because

package had been marked of the value of \$1.00 by mistake and by a boy who carried it to the office, the company was not compelled to pay the true value. With reference to this, Commission advised Mr. Crosby as follows:

"It seems to us the question in this case is whether or not his package contained articles worth the amount stated by him. After an investigation, if you should find that it was not true, you would, of course, not pay him the amount of his claim. Suppose, for instance, he had placed a valuation on this package of \$50 or \$100, would you pay him that amount? Certainly not. You would investigate to find out what was in the package, and if he could not show that it contained more than \$11 worth of merchandise, you would pay that and nothing more. Now, in all fair dealing, the same rule should apply when there is an undervaluation, unless the undervaluation is clearly made for the purpose of deceiving the express company as to the rate which it should charge. In this case we presume the charge would have been the same whether the package was valued at \$11 or whether the valuation was more. There was, however, no intent to deceive the company."

In response to this letter, Mr. Crosby advised as follows:

"As the amount involved in this case is small, hardly worth further controversy, we will, without prejudice and waiving none of our technical rights in the case, pay Mr. Hall's claim, provided we satisfy ourselves that the lost shipment has been correctly valued by him. We have instructed our general manager accordingly."

The claim was therefore paid and Mr. Hall advised the Commission, thanking them for their work in this matter. To Mr. Crosby's letter the Commission responded as follows:

"While the amount involved in this case is small, hardly worth further controversy, as you say, on account of the principles of right involved in this entire transaction I think you will conclude that your company was greatly at fault in holding the package ten days in Cincinnati for an additional thirty cents to be prepaid after Mr. Hall had paid the entire amount as required by your agent. I think you will conclude also that while the amount is hardly worth consideration as between men situated as you and I are it is really quite an item to the people who make this claim and therefore worthy of full consideration in order that it may be paid."

Claim was paid and case closed.

A. R. No. 1197. Depot Facilities at Caledonia.

Complaint made of facilities at this place. Matter taken up by the Commission and case pending.

A. R. No. 1198. Shelter Shed at Kennedy Avenue Station, East Chicago.

Complaint of want of shelter shed at this place. Matter taken up by the Commission, blue print of proposed shelter shed submitted and approved by the Commission.

A. R. No. 1199. Unsatisfactory Train Service.

Complaint from Patricksburg, Ind., that trains No. 101 and 102 on the C., I. & L. Railroad have been running constantly late. Matter taken up and fault located in the matter of improving the track near that point. This work is now completed and company agrees to maintain its schedules in satisfactory manner hereafter, and case closed.

A. R. No. 1200.

Transferred to IR-3765, which see.

A. R. No. 1201. Non-Statutory Lateral Clearance.

Application to maintain a bridge without the necessary clearance from center of the track, the insufficient clearance being lower than the height of a car floor above the rail. This matter given full consideration by the Commission, and it being clearly shown that no danger would be incurred by this construction the railroad company was advised that statutes for penalties would not be enforced on account thereof, and case closed.

A. R. No. 1202. Delays in Transportation.

Complaint of the Marion Iron and Brass Bed Co. through the Indiana Manufacturers' and Shippers' Association of delays in freight shipments. Response, quoting sections 3 and 4 of the Shippers' Bill, advising complainants to show to the railroad company that they would enforce the penalties prescribed, and nothing further being heard it is presumed that this was done, and case closed.

A. R. No. 1203. Routing Shipments by Express.

Orr Iron Co. of Evansville complained, November 7th, that practically they were not allowed to route shipments by express on account of the fact that connection would have to be made from one express company to the other. This matter taken up with the United States Express Co. by the Commission, insisting on the ab-

solute right of the shipper to route his shipments. On November 24th the United States Express Co. advised that the Adams Express Co. had been granted transportation service over the United States Express Co.'s route from Evansville to Vincennes, so that shipments could be made by the two companies on joint rate from Evansville via Vincennes to Bicknell, Ind. Complainants notified, and case closed.

A. R. No. 1204. Depot Accommodations at Cuzco.

Complaint of station service at Cuzco on the Southern Railroad. Case pending.

A. R. No. 1205 Complaint through the Indianapolis Freight Bureau of the Shipping Charge Assessed on Carload of Apples of J. W. Newman & Co.

Commission was of the opinion that this matter required a conference to properly adjust the same, and the same was set down to take place on the 17th day of November at 10:00 a. m. There were present the officers of the Big Four Railroad Co., including its attorney, and A. A. Zion and Mr. Kennan, auditor of the I. U. Railway Co. At this conference Mr. J. Keavy represented the complainants. Upon full advice from all present it seemed to be conceded that the switching charges complained of were authorized by the tariff. This being true, the only point to be decided was as to whether or not the amount charged exceeded the value of the services so far as the Union Railway was concerned. This matter was referred back to complainants to file a formal complaint if they considered it best to do so. Nothing further being heard, the case closed.

A. R. No. 1206. Fare on Miners' Trains.

Complaint made of the rate of fare charged on miners' trains by the Big Four Railroad at Terre Haute, Ind. Matter taken up with the railroad company, who on December 21st advised that they were making further investigation, and case pending.

A. R. No. 1207. Conditions at Tower at Pine Station on L. S. & M. S. Ry.

This case transferred to I. R. No. 3918.

A. R. No. 1208. Union Depot at Vincennes, Ind.

This matter transferred to Formal Docket Nos. 683, 584, 585. and 586.

A. R. No. 1209. Switching Facilities.

Complaint of F. B. Lash, of Farmersburg. This matter was heretofore before the Commission on a formal complaint and an order made granting petitioner a switch, which order was set aside by the Superior Court of Vanderburgh County. In this case the same matter is taken up again, petitioner insisting that he has a right to a switch at that place. Several conferences have taken place with reference thereto, and recently the consulting engineer of the Commission was sent to Farmersburg to endeavor to find a plan by which a switch could be constructed to the satisfaction of all parties. Awaiting the filing of his report, the case is pending.

A. R. No. 1210. Train Service.

Petition from citizens of Oolitic for Monon to stop certain passenger trains at said station. Matter taken up with the railroad company and the Commission finds that on account of certain grade conditions at Oolitic it is almost impracticable to stop certain trains. At the time of this report, matter still under consideration and pending.

A. R. No. 1211. Road Crossing.

Complaint from Kimmell, Ind., of dangerous condition of crossing near Kimmell. Inspector sent to make report, report filed and petitioner notified that the crossing was found to be in good shape, and case closed.

A. R. No. 1212. Delay in Transportation.

Rifner & Co., of Spiceland, complained to the Commission of a car of fruit delayed in transportation from Spiceland to Englewood, Kansas. Although this was an interstate matter, it was taken up with the superintendent of the L. E. & W., who advised delivery of the car, and case closed.

A. R. No. 1213. C. M. Smock vs. C., I. & L. Ry. Co. Train Service at Ockley.

The complainant wrote the Commission complaining that the C., I. & L. Ry. Co. did not afford adequate train service at Ockley. It developed that the company operates a train each way from Monon to Indianapolis, arriving at Ockley at 8:08 a. m. south bound, and 7:42 p. m. north bound. One additional train stops on flag. Prior to the last schedule issued by the company it had two

additional trains stopping at Ockley. These two have been discontinued. Ockley is located nine miles south of Delphi and sixteen miles north of Frankfort. The Commission has written the company recommending that these trains be restored to service at that point, and the matter is pending.

A. R. No. 1214. Wire Elevation.

Citizens of Winchester asked for information with reference to elevation of wires of the Citizens Water & Light Co. Full information with reference to this subject given and case closed.

A. R. No. 1215. Accommodations at Passenger Station.

A. C. Bauer, of Eaton, complains of accommodations at passenger station of the Indiana Union Traction Co. at that place. Attention of general manager called to conditions and prompt advice from him that conditions have been corrected, and case closed.

A. R. No. 1216. S. A. Graham vs. Ft. Wayne & Springfield Traction Co., Decatur, Ind.

In this case the complainant wrote the Commission advising that he is the receiver of a newspaper located at Decatur, Ind., that he is operating the plant, that he receives his printing paper largely from Fort Wayne and the same is carried by the respondent traction company; that many times the paper arrives at about 4:00 o'clock in the afternoon at the time the paper goes to press and that the B./L. does not follow until a day or two afterwards and is usually presented with a draft attached; and that the traction company advises that it will decline to deliver shipments hereafter without the B./L. being presented. The company has notified the shipper and consignee that it will not receive shipments hereafter. The receiver requests to be advised if the road has the right to refuse the shipment. The Commission advised the receiver that the company has the right to make reasonable regulations with reference to the shipment of freight tendered it, but that it cannot decline to receive freight that is properly prepared for shipment and the carriage of which is not prohibited by law, that the shipper has a right to protect himself by a B./L., and where a B./L. has been issued the railroad company may properly refuse to deliver the goods until the B./L. is presented, otherwise the object of the B./L. would be circumvented and the protection of the shipper lost. The Commission suggested that arrangement be made with the shipper

to avoid the delay incident to the issue of the B./L. and that the shipper have the B./L. forwarded through the traction company to his correspondent at Decatur upon the same car or in advance of the car carrying the shipment, and that in this manner the trouble would be obviated. The Commission receiving no further complaint, the case closed.

A. R. No. 1217. Dangerous Crossing.

John F. Wiggins, of Fortville, complained of bad crossings over Big Four tracks. Matter taken up with the company who advise that they will give prompt attention, and case pending.

A. R. No. 1218. Clearances.

Mayflower Milling Co., of Ft. Wayne, asked advice as to legal clearances. November 25th full advice given, and case closed.

A. R. No. 1219. Demurrage Charge.

Capital Paper Co. complained of demurrage charge because notice of arrival of car reached them at 9 o'clock while free time was computed from 7 a. m. that date. Complainant advised to hold up payment of claim until conference could take place with superintendent of freight transportation of the Big Four, and case pending.

A. R. No. 1220. Electric Gongs.

George W. Osborn, of Sheridan, complained that the Big Four had not installed gongs at street crossings as ordered by a resolution of the board of trustees. December 1st, Commission requested copy of the resolution in order to call the attention of the railroad company to the same. No response to its letter up to this time, and case pending.

A. R. No. 1222. Refusal to Deliver Cars to Private Switch.

J. R. Riggs, of Sullivan, complained to the Commission December 2d that the Big Four Railroad refused to deliver cars on the coal switch at Phoenix, although heretofore such deliveries had been made. Matter taken up with the C. & E. I. Railroad, and on December 14th superintendent Muir advised that they will handle cars hereafter as requested, and case closed.

A. R. No. 1224. Fares and Stops on Traction Line.

G. H. Fairbanks, of Kendallville, inquired as to certain practices of the T. & C. Interurban Co. Complainant advised that

company should make its charges conform to the two-cent fare law with the minimum of 5 cents, the Commission stating as follows:

"The statute also provides that the company is entitled to take fares in multiples of 5 and to charge the multiple of 5 that is next to the sum obtained by multiplying the distance by 2, and further, that fractions of a mile of one-half or over should be counted as a mile. Under this statute, if a person traveled $3\frac{1}{2}$ miles up to 5 miles a fare of 10 cents could be lawfully charged.

"Regarding your second question, the company is not required to come to a full stop before passing over a highway crossing. It is required to give the necessary signals.

"As to shelter sheds, there is no statute requiring this to be done. The Commission has always used its influence with the traction lines to construct shelter sheds at such points where there was any considerable travel. If there are a number of people making use of the line at any point the Commission will be pleased to take the matter up with the company to provide suitable waiting-rooms for the public."

Nothing further being heard from complainant, case closed.

A. R. No. 1225. O. C. Bryant vs. B. & O. S. W. R. R. Co.

The complainant wrote the Commission advising that as trustee of Spice Valley Township, Lawrence County, he had coal shipped from Mitchell to Georgia, a distance of 5 miles, and from Mitchell to Huron, a distance of 10 miles, and was charged a rate of 40 cents a ton. It developed that the coal was shipped from West Virginia and consigned to the complainant at Georgia and Huron at the rate of \$1.90 per ton. Investigation showed that the rate to Huron and Georgia is \$1.70 per ton. Mr. Bryant was advised that the tariff rate to points of destination of the coal shipped by him is \$1.70 and that he is entitled to a refund of 20 cents per ton if it originated on the line of the B. & O. Road, and he was advised to file a claim with the company for that amount, and the case closed.

A. R. No. 1226. Keeping Station Open.

Complaint that the station at Fort Branch closed at 6:05 p. m. This being a station on a traction line, and it being shown that ample facilities were afforded by a general storehouse, complainant was advised of conditions, and case closed.

A. R. No. 1227. Wire Elevation.

T. J. Johnson, of Bunker Hill, asked the Commission over the telephone as to the correct elevation of wires over railroad right of way and as to whether the same could be run under the railroad. Full information given and case closed.

A. R. No. 1228. Dangerous Operation of Exhaust Pipe.

Complaint of superintendent of the Big Four Railroad that an exhaust pipe from an elevator at Summitville was so operated as to endanger his men in switching. Matter taken up with owner of the elevator with the result that necessary changes were made and case closed.

A. R. No. 1229. Station Buildings.

Complaint of station facilities at Toto. General manager of the C., I. & S. requested to correct conditions and to advise, and case pending.

A. R. No. 1230. Rights of Consignee.

This case involved the right of the Central Gravel Co. to have the C., H. & D. Railroad Co. deliver cars to private switch on that road belonging to Reinecke & Short. The petitioner, it appears, had obtained the consent of Reinecke & Short to use this switch. The railroad company refused to receive the cars from the Vandalia connection and deliver them on the switch on the ground that the owner of the switch could not make an agreement for its use without their consent. A conference was arranged, attended by complainants and by the legal and operating representatives of the railroad company. The Commission directed the delivery of the car in question and directed that the legal question involved be submitted and a brief filed by Messrs. Elam & Elam, attorneys for the railroad company. The Commission called attention to its ruling in a similar case, A. R. No. 1005, and intimated that it would hold that under the authority of the Shippers' Bill, p. 434, of the Acts of 1907, the railroad company would be compelled to accept cars to their connections and to deliver them on this switch.

A. R. No. 1231. Delay in Shipments of Coal.

Geo. S. Cook, of Hope, Ind., complained of delay in coal shipments from Indianapolis and asked for information as to his rights. Full information given him, quoting Shippers' Bill, and case closed.

A. R. No. 1232. Pullman Reservations.

J. G. Starr complained of discrimination at the Union Station in allowing reservations of space in Pullman cars. Matter taken up with H. P. Clements, general agent, who advised the Commission that it was the wish and effort of their company to treat all

their patrons alike, without discrimination, and that their rules were made to that end. Mr. Clements further advised a willingness to adopt and carry out any reasonable rule upon this subject, explaining the difficulties connected with it. Complainant advised, and nothing further being heard from him, case closed.

A. R. No. 1233. Delayed Shipments.

F. R. Wilson, of Muncie, on December 11th, complained of delay in transportation of household goods from Corydon to Muncie. Matter taken up by wire with the Southern Railroad with the result that on December 13th Wilson advised that goods had arrived, and case closed.

A. R. No. 1234. Shortage of Cars.

Cottrell Brothers, of Terre Haute, complained of their failure to get empty cars when ordered. Commission had conference with complainants upon this subject, when full advice was given them as to mode of procedure under the Shippers' Bill. They were advised to file their applications for cars under said bill and to advise if they were not promptly furnished. Nothing further being heard from them, it is presumed that they are satisfied with present arrangements, and case closed.

A. R. No. 1236. Express Rates.

Connersville Ice Co. complained about increased charges on return of empty ice cream packers. Complainants advised of ruling made by the Commission September 1, 1910, and that the same is still in effect. Nothing further being heard from them, it is presumed the same has been applied in their favor, and case closed.

A. R. No. 1237. Depot Accommodations.

Anderville Shaw, of Shelbyville, Ind., asked to be advised with reference to the law requiring railroad companies to construct depots. Commission responded, calling attention to Chapter 238, p. 603 of Acts of 1911. Nothing further being heard from complainant, case closed.

A. R. No. 1238. Free Transportation.

The mayor of Kendallville inquired as to whether or not an interurban company could carry citizens of a certain city to its

power plant free of charge for the purpose of showing them the plant. The Commission responded as follows:

"Your letter does not disclose, but ordinarily power plants of interurban lines are located within the limits of a city or town on its line, or within the suburbs thereof, and that the same may be reached over the cars operated as city cars within such limits. If the movement should be over such cars, then there could be no question arise as to any discrimination being made by the company that would subject them to any penalty of any statute known to the Commission. If, on the other hand, the power house in question was without the limits of the city and on the line of an interurban road and cars only of an interurban character would reach the same and the company had advertised to carry any citizen of the city to such plant free of charge, and the proposition was open to all citizens alike, there could be no discrimination and there would be no liability under the section referred to. The fact that such interurban company would at the same time be endeavoring to negotiate the sale of current for city lighting purposes could not in any wise have anything to do with any discrimination in the matter of the operation of its lines. Discrimination does not arise in the carrying of passengers on an interurban or steam railroad when the rate is the same for like service to every one. If the railroad company desires to carry the citizens, or whoever may desire to go, upon any of its cars or upon certain of its cars designated, the Commission is of the opinion that the act is not in violation of any statute of the State."

A. R. No. 1239. Passenger Service.

Complaint that the passenger service on the B. & O. Railroad at Napanee is insufficient. The subject taken up with the superintendent of the Chicago Division on December 29th. At this time no response.

A. R. No. 1240. Service on Traction Line.

Complaint of H. L. Norris at 39 E. Market street, Indianapolis, enclosing newspaper clippings showing poor service on the T. H., I. & E. Traction line. The Commission responded calling attention to the difficulty of doing anything with a general complaint and saying that while it knew that cars were frequently overcrowded and while it was doing its best to correct this, it was one of the most difficult matters it had endeavored to take care of. The Commission asked Mr. Norris to give specific instances of the evils complained of, but nothing further having been heard from him the case was closed.

A. R. No. 1241. Delay in Transporting Baggage.

Complaint of Maxwell & Co., of Chicago, that trunk of one of their traveling salesmen was carried in an interurban car which

ran two hours after the train on which a passenger was carried. Complainants were finally advised that the Commission had no jurisdiction over a claim for delay like this if the company refused to pay it, advising that it was a matter for the courts, and the case closed.

A. R. No. 1242. Complaint of Passenger Fares on T. H., I. & E. Traction Line in Excess of Two Cents per Mile.

Complainant advised that the question was now under consideration and would be determined by the decision in the case pending.

A. R. No. 1243. Complaint of Passenger Fares on T. H., I. & E. Traction, Bridgeport to Indianapolis.

L. V. Stewart complained of the passenger fares on the T. H., I. & E. Traction from Bridgeport to Indianapolis. The matter taken up with the company and under consideration.

A. R. No. 1244. Keeping Station Open.

W. G. Hopkins complained of depot not being open prior to arrival of trains at Fort Branch. The same subject was up under A. R. No. 1226. This case transferred to that number, and this number closed.

A. R. No. 1245.

See A. R. No. 1239.

A. R. No. 1246. Shelter Shed at Nellans' Crossing.

Complaint that the Winona Interurban Railway Co. did not maintain shelter shed at Nellans' Crossing. Matter taken up with the company and shelter shed installed, and case closed.

A. R. No. 1247. Failure to Check Baggage.

Mr. G. W. Erskine complained that the L. E. & W. R. R. Co. did not have tickets on sale at its office at Handy, a junction point with the C., I. & S. Railroad, and that passengers were unable to check baggage and were inconvenienced thereby. The matter was taken up with the company and is pending adjustment.

A. R. No. 1248. Depot Facilities.

Complaint made from Collett, Ind., of inadequate depot facilities at that town. Matter taken up with the superintendent of the

G. R. & I. Railway, who responded that Collett was a small flag station and he was not aware that the people had any complaint, as none had ever reached his office. The matter was taken up by the railway company for investigation, however, and is still pending at the time of this report.

A. R. No. 1249. Reparation of Freight Claims.

Inquiry from the general counsel of the Southern Railway as to what the Railroad Commission of Indiana would do in cases concerning the reparation of freight claims. The Commission responded as follows: "The Commission does not desire to make a general ruling in cases of this kind. If you will submit the claim and all the facts concerning it, we will advise whether the Commission could or would authorize reparation in the particular case." Nothing further being heard, the case closed.

A. R. No. 1250. Movement of Shelled Corn.

Mr. O. O. Newhard wrote the Commission requesting to know the duty of a railroad company to move shelled corn. The Commission responded, calling attention to Section 3 of the Acts of 1907, p. 435, which provides that all freight shall be moved a distance of not less than fifty miles per day, allowing twenty-four hours for passing through terminals, and the case closed.

A. R. No. 1251. Excess Fares.

Complaint made of fares on T. H., I. & E. Traction line at Reelsville. Matter taken up with the traction company, and pending adjustment.

A. R. No. 1264. Delay in Transportation.

Merchants' Heat & Light Company complained to the Commission that transportation of coal from the coal belt of Indiana to Indianapolis consigned to them was so delayed that there was grave danger of that company being without coal and therefore without power to afford heat to its many patrons in the city of Indianapolis. This matter was promptly taken up by the Commission by long distance telephone both with Mr. J. C. Muir of the E. & T. H. at Danville, Ill., and of Mr. Houghton, general superintendent of the C., C. & St. L. at Indianapolis. The first complaint of the company involved thirty-five carloads which were hurried to Indianapolis and reached here before the Merchants' Heat & Light Company

were entirely without coal. Afterwards there were further delays on account of the very cold weather, and the Commission thought it best to send its chief inspector, J. M. Scott, to Terre Haute to remain there in order to expedite the movement of coal to Indianapolis and to points farther north in the State, both for the public service corporations and for other persons. The inspector took this matter up promptly and made the following report to the Commission with reference thereto:

HON. W. J. WOOD, *Chairman, Railroad Commission of Indiana, Indianapolis, Indiana:*

Dear Sir—Referring to conference held in your office on the morning of Saturday, January 13, 1912, with the manager of the Merchants' Heat & Light Company, the fuel agent of the Jackson Hill Coal & Mining Company, and your chief inspector, with reference to the shortage of coal at the Merchants' Heat & Light Plant, the probability of this plant having to close down unless the Commission could arrange to have coal consigned to this firm rushed to Indianapolis, some of this coal having been billed from mines located on the C. & E. I. R. R. and C., T. H. & S. E. R. R., in the Sullivan County district, this coal traveling to Terre Haute over the lines mentioned coming to Indianapolis from Terre Haute via C., C. & St. L. Ry., the billing showing that some of these cars had been placed in the railroad company's hands for movement as early as January 5, 1912. Twenty-five cars of this coal from the C. & E. I. and fifteen cars from the C., T. H. & S. E. had not, according to information given by the Jackson Hill people, been delivered to the Big Four at Terre Haute. I secured numbers and initials, date of shipment of all coal in transit for the Heat & Light plant and the numbers of about fifty other cars consigned to the Atlas Engine Works, F. O. Minter Coal Company, F. E. Jeness Coal & Grain Company, American Can Company, Indianapolis Chair Company, F. E. Fultz, and J. T. Dunn, coal dealer, and with this information went to Terre Haute at noon, Saturday, January 13, 1912, with instructions from you to see that coal for the Merchants' Heat & Light Company (this being a municipal plant) was given preference, and that all other coal consigned to Indianapolis firms be rushed through to destination. You arranged over the long distance telephone for a conference to be held in the trainmaster's office of the C., C., C. & St. L. Ry. Co's. office at Terre Haute at 10:00 a. m., Sunday, January 14, 1912. The lines interested to be represented at this conference. I got the list of cars in transit to the various yardmasters at Terre Haute on the evening of January 13, and at the conference on Sunday morning the lines interested had information showing the whereabouts of the majority of the cars. General Superintendent Wells was present for the C., T. H. & S. E., Superintendent Bell of the C. & E. I. and Trainmaster Lamport for the C., C., C. & St. L. Ry Co., and the yardmasters of the lines interested were also present. Mr. Wells, for the C., T. H. & S. E. advised that a light engine and a caboose had been started for the coal fields early that morning with a list of the cars wanted, and instructed to switch them out wherever found and bring

them to Terre Haute for delivery to the Big Four. Mr. Bell for the C. & E. I. advised that the car numbers had been sent to the yardmaster at Seifert with instructions to move these cars that day without fail, and stated that his company expected to clear the line of coal not later than Monday, the following day. I was able to get most of the coal billed to the Merchants' Heat & Light plant into Terre Haute, and through to Indianapolis between the 14th and 18th of January, and it was not necessary to close down the heat and light plant. I remained in the Terre Haute district four or five days in order to keep this important coal coming, and found the railroads very willing to render all assistance possible. From January 8 to January 18, 1912, can undoubtedly be put down as the worst ten days of operating weather that steam lines have had to contend with in this territory for a great many years. The temperature very seldom got above zero and went as low as 16 degrees below. We had about 8 inches of snow on the level at Terre Haute, and in the mine districts it was from 12 to 15 inches on the level and had drifted over some of the mine tracks until it was next to impossible to operate them at all. The regular forces of the railroads worked until they were worn-out; men were employed as fast as they showed up for work, but the companies were simply not prepared for the kind of weather we had; water-tanks and switches would freeze up, engines would freeze fast to the track while taking water; it would require two engines to place two cars of coal on the coal dock where ordinarily one engine could shove up six cars. On account of the slow movement of trains it was necessary to practically double-crew every engine and caboose, and instead of being able to employ train and enginemen, the "boomer" brakeman and fireman turned in his switch-key and book of rules and took his time. There are several things to be considered in connection with future cold weather and coal shortages in connection with the railroad companies. First, they should appreciate more than they seem to have appreciated in the past that with bitter cold weather it is absolutely necessary to keep coal coming from the mines to the industrial centers, and for that reason they should put forth an extra effort, throwing their heaviest power in the mine district, putting on additional men to keep the mine tracks from getting snow-bound, and if necessary embargo connecting lines on through freight with the exception of coal until the crisis has been passed. Second, they should look after the movement of empty coal cars and see that every mine is supplied during the extreme cold weather in order that tonnage enough may be loaded to take care of the people's wants. I am afraid that heretofore it has been the practice to shut down a few mines if necessary and take care of the connecting lines instead of running all the mines and shutting down on connections. The experience we have gone through recently should also teach our heavy consumers of coal to create a larger storage capacity so that the first four or five days of cold weather will not bring the cry of "shut-down" to the Commission.

Respectfully submitted,

J. M. SCOTT,
Chief Inspector.

APPENDIX IV.

Report of Tariff Department.

DEPARTMENT OF TARIFFS AND RATES.

INDIANAPOLIS, December 1, 1910.

To the Railroad Commission of Indiana:

GENTLEMEN—The work of this department has materially increased and broadened and in a way which it is believed has been of benefit to the interests with which it deals. This is based upon the fact that during the past year nearly two thousand cases alone have been handled under the file of this department, that is, the D. T. file or docket. During this period nearly as large a number of that file has been used as in the time prior to this year that this department has been in existence. From the date of its organization to December 1, 1910, this docket numbered 2,190 cases; at the closing of the year for which this report is made it numbered 4,182, indicating that a total number of 1,992 cases have been handled under this file alone. In addition to this quite a number of cases handled in this department are necessarily handled under formal docket numbers, such for instance, as long and short haul applications and others that develop under that docket or are found necessary to be handled under same. This is also true with the Adjustment Record or docket.

While in the cases referred to a great many numbers are given to the concurrences and powers of attorneys filed by the carriers, the proper recording, filing and correction of entails considerable work. With this exception these file numbers represent the correspondence of the department, and I believe that this statement properly indicates the extent that the work of the department in this line alone has increased.

Another matter worthy of consideration in connection with this is the increasing number of telephone quotations and conferences, not alone with the shippers but also with the representatives of the carriers. A great many authorizations and permissions, such as the filing of tariffs on less than the statutory notice, relief from rules of the Commission under conditions permitting and permissions to make refund where such may legally be made are given over the telephone. It is appreciated that a record of this would be valuable, but it would require additional labor that cannot be given without neglecting matters of more importance.

And then the personal conferences with the shippers and carriers are becoming more numerous. These usually are of informal cases, in fact, principally in the nature of advice as to the minor differences as to rates and the application of tariffs that arise between carrier and shipper and as to the reasonableness or unreasonableness of rates, usually resulting in correspondence subsequently.

It is of course to be expected that this work will increase more and more as the public becomes informed as to its value, and the foregoing is only elaborated on that the Commission may understand that the current work so consumes the time of the two employed in the department that work of an instructive or initiatory nature cannot be done. There are a great many matters of adjustment and regulation that it is believed should

be taken up by this department, at least in a general way, but as stated it would entail a labor that the department cannot bear, and the agents of the carriers as well as the shipping public seem woefully ignorant of what is required of them in the transportation problem, and it is believed that it would be a great benefit to both if those who are not properly informed could be furnished with information that should be theirs.

It is the intention of the department now to incorporate in the tariffs bulletins, which are issued monthly and contain information as to the important changes in rates, the orders and decisions of the Commission pertaining to the work of the department, and from time to time to include such matters as may be of interest to those for whom this bulletin is issued, such as the statutes relating to this department and the interpretations thereof by the Commission and procedure necessary on the part of such persons as desire their application. This could be made a very valuable record to the Commission as well as a source of information, and it will be the intention to make it as much so as possible.

As our last report dealt with the general advance in rates throughout this territory and State proposed by the carriers, and which at the date of report were under suspension and investigation by the Interstate Commerce Commission as far as concerned the interstate situation, and which were also suspended by the carriers at the request of this Commission as to the State rates, the Commission at that time not being empowered to require such suspension, it is considered proper that the conclusion of that matter should here be shown.

Our previous report indicated in a general way fully the rates sought to be advanced and we attempted in that way to indicate the result of such proposed increase. As is now of course known, the Interstate Commerce Commission found unwarrantable any increase, as a whole, of the rates existing prior to the attempted advance and ordered that the old rates should remain in effect. This order was not contested by the carriers and the old rates were reinstated, both as to State and interstate. This refers to the rates then under suspension other than coal, which in the former report were shown that certain advances had been allowed and made effective.

So, the rate situation in this State now is practically that which has existed, the changes ordinary and necessary to the general business of course having occurred, but there has been neither substantial increase or decrease in transportation charges, excepting the rates on brick. On this commodity, as will be recalled, the carriers greatly increased the charges for transportation. Prior to the effective date of tariffs carrying such change various manufacturers of this article appealed to the Commission to prevent this increase, or to investigate the matter before permitting the advance, they stating to the Commission that it was not justifiable. At this time the act of the last Legislature giving to the Commission authority to suspend and investigate changes in rates had not become effective, and the petitioners were so advised, but the Commission in order to aid the parties petitioned the Interstate Commerce Commission to suspend the advanced rates and to investigate the reasonableness of same. That commission did suspend the rates for a period of one hundred and twenty days, and the carriers issued supplements to their tariffs indicat-

ing that the rates, both State and interstate, would be postponed for that length of time, and in addition to this the carriers in a number of cases wrote and otherwise advised the brick manufacturers of the suspension. This was accepted by the manufacturers as positive and a large number of contracts were made for the delivery of brick on the basis of the old and lower rates. A few days after this suspension notice was given the carriers appealed to the Interstate Commerce Commission to reconsider and vacate its order of suspension. This, after hearing, which we understand was attended by the brick people through counsel, was done and the postponement abrogated but a few days after ordered.

This action worked a great hardship upon the people shipping this article, they having been given to understand that the old rates would remain in effect for quite a period and having based the sales of a quantity of brick on the assumption that it would be the case. Had they not been of this opinion the advanced rates would not have been the cause of actual loss to them, as in their sales such increased rate would have been considered, although of course such increase so far as it relates to the State may have been found to be unreasonable.

We go into this so fully for the reason that some of the brick manufacturers seem to have formed the opinion that the action of the Interstate Commerce Commission in this matter was that of this Commission and while the action of the Interstate Commission may have been proper such may not have been with regard to Indiana State rates and with regard to which this Commission was not empowered to take any steps until such rates had been made effective and charged.

In the above is mentioned an act of the last Legislature which empowered the Commission to suspend and investigate changes in rates. This power has been used by the Commission in several cases, and as they were handled under the regular docket no reference is made to them in this report, as it is supposed they will be dealt with in that part of the Annual Report under which the cases of that docket appear. But we desire to call attention to the necessity of a closer scrutiny of tariffs required of this department in order that where necessary this valuable power may be exercised to prevent advances in rates that are not justifiable.

Through this department the Commission has been very successful in effecting refund of a great amount of overcharge in rates, caused principally through violation of the long and short haul clause of the act. It will be noted in that part of this report that deals with the work of the department specifically that a volume of the correspondence concerns this question. We have also secured refund on a number of shipments moving in interstate transportation, as well as advising parties the steps necessary to be taken to secure refunds on such shipments. As will be noted in the report hereafter a good many cases of this kind have been handled.

During this year the entire file of freight, passenger and express tariffs have been checked in order that the file be complete and accurate. This has occasioned a great amount of work and correspondence, which of course is necessary, that the files be what they should.

We give hereafter an itemized statement of a great many cases handled by the department and the disposition of same. This does not include the numerous requests for authority to issue reduced rates on less than

statutory notice, for publications of the Commission and information concerning same, correspondence necessary in connection with improper filing of tariffs, rejection of such issues, et cetera, nor of various other subjects not dealing directly with charges, rules or handling of traffic.

We believe that with the foregoing and the itemized statement of cases hereafter the Commission can understand and be informed of the work of the department for the year.

The statement of the various cases handled follows.

Respectfully,

M. T. BRADY, Clerk.

D. T. 2126. Switching. Complaint of Cochran Coal Co., Indianapolis. November 8, 1910. Overcharge in switching car of coal from Big Four to Vandalia and then reswitched to another industry, charges assessed on basis of industrial switching. Held that this charge was erroneous and that correct charge would be upon basis of reconsignment.

D. T. 2187. Salt. C. J. Gardner, Indianapolis, complained of overcharge on shipment of salt from lake ports via boat transportation and P., C., C. & St. L. Ry. to Indianapolis. Tariffs covering movement not on file and complainant referred to Interstate Commerce Commission.

D. T. 2188. Grain. H. E. Kinney, Indianapolis, concerning refusal of Vandalia Railroad to deliver grain billed "straight" without surrender of original bill of lading. Investigation misunderstanding upon part of the agent of the Vandalia, who was of the opinion that car was to be reconsigned.

D. T. 2191. Classification. Tariff filed by the C. I & S. R. R. governed by western classification. The law requires that the classification must be uniform and the official classification having been adopted, tariff was rejected and new tariff governed by proper classification required.

D. T. 2194. Grain. Violation upon the part of C., I. & L. Ry. in charging on shipment of grain Chalmers to Barnard 10 cents per hundred pounds, whereas rate to Cincinnati was 8 cents. Refund to that basis required in accordance with the long and short haul clause of the law.

D. T. 2195. Switching. Complaint Krell-French Piano Co., New Castle, of C., C., C. & St. L. Ry. declining to absorb switching charges on coal handled under manufacturers' rate when arriving via C., C., C. & St. L. Ry. when for delivery to L. E. & W. R. R. Arrangements made whereby coal could arrive via L. E. & W. R. R.

D. T. 2196. Logs. Goshen Veneer Co., Goshen, Indiana, overcharge on shipment of two cars of logs from Mill Creek to Goshen, via Grand Trunk Railway and L. S. & M. S. Ry., sixth class rate of 8 cents charged. Refund to basis of Commission's recommended scale of 4.4 cents per hundred pounds.

D. T. 2198. Logs. Request Goshen Veneer Company, Goshen, Ind., for information concerning rates and rules governing handling logs from stations in southern Illinois to Goshen. Information secured and furnished.

D. T. 2199. Logs. American Fork and Hoe Co., claim for overcharge on shipment of logs from Berne to Fort Wayne. Refund of charge in excess of Commission's scale of log rates authorized.

D. T. 2200. Cement. Complaint Wabash Portland Cement Co., Detroit, Mich., that C., I. & L. Ry. violated long and short haul clause in regard to rates from Bedford and Mitchell to points intermediate to Michigan City. Correction required.

D. T. 2201. Brick. Complaint of rate on brick from Crawfordsville to Brookston. Unable to secure reduction desired and petition having been filed seeking to have Commission make an order reducing such rate, papers were transferred to formal file No. 438.

D. T. 2237. Scrap Iron. Alexander Lippman, Valparaiso, complaint of rate on scrap iron from North Judson to Valparaiso. Rate charged found to be rate lawful in effect and not authorized to order any lower rate applied.

D. T. 2244. Apples. E. Routh and Co., Mt. Olive, Ind. Rate on apples from Mt. Olive and Williams to Terre Haute charged 13½ cents. Found rate of 10 cents from Bedford to Terre Haute, to which this movement was intermediate and refund authorized to basis of that rate.

D. T. 2245. Steel. Attica Bridge Company, Attica, Ind., complained of rate on structural steel from Attica to Lake Village, combination of local rates having been charged. This was found to be the lawful rate in effect, but subsequently through joint rates established.

D. T. 2251. Class Rates. Mishawaka Woolen Mfg. Co., Mishawaka, Ind., complained of absence of through rates from Whitaker

to Mishawaka, via Vandalia and L. S. & M. S. Railroads required to establish necessary rates.

D. T. 2256. Switching. Complaint of Smith Transfer Co., Mitchell, Ind., of switching assessed. Report made to Commissioner McClure, who concluded matter under A. R. file.

D. T. 2257. Scrap Iron. National Rolling Mill Co., Vincennes, Ind., complained of violation long and short haul clause in rate on scrap iron Anderson to Vincennes, the rate from Muncie being lower. Investigation developed that shipment moved via Mt. Carmel, Ill., and being interstate, the Indiana law would not govern.

D. T. 2291. Logs. Tessellated Flooring Co., Edinburg, Ind. Overcharge on shipment of logs from Nabbs to Edinburg, via B. & O. S. W. R. R. and P., C., C. & St. L. Ry., sixth class rate having been charged. Carriers refused to apply Commission's scale of recommended rates. However, lower rate was obtainable on combination of local and refund to that basis required.

D. T. 2293. Logs. Tessellated Flooring Co., Edinburg, Ind. Overcharge on shipment of logs from Rugby to Edinburg. Similar to case D. T. 2291 and same adjustment made.

D. T. 2294. Logs. Tessellated Flooring Co., Edinburg, Ind. Overcharge on shipment of logs from Marklesville to Edinburg. Similar to case D. T. 2291 and same adjustment made.

D. T. 2295. Logs. Tessellated Flooring Co., Edinburg, Ind. Overcharge on shipment of logs from Adams to Edinburg, Ind. Similar to case D. T. 2291 and same adjustment made.

D. T. 2296. Logs. Tessellated Flooring Co., Edinburg, Ind. Overcharge on shipment of logs from Kennard to Edinburg. Similar to case D. T. 2291 and same adjustment made.

D. T. 2336. Logs. Complaint Hoosier Veneer Co., Ladoga, Ind., of rate on logs from Merom to Ladoga, Ind. Unable to secure application of the Commission's scale of rate.

D. T. 2369. Petroleum. Indiana Pipe Line Co., Oil City, Pa., of rate on crude oil from Riley to Selma, Ind. Overcharge occasioned by error in tariff publication and refund authorized to recognized basis.

D. T. 2370. Buggies. Complaint Harper Buggy Co., Columbia City, Ind., concerning classification of storm buggies. Inves-

tigated with chairman of the Official Classification Committee and complainant advised concerning same.

D. T. 2466. Milk and Cream. Complaint Judson Creamery and Produce Co., North Judson, Ind., about advance in rates on cream proposed by the carriers. Interstate Commerce Commission petitioned and advanced rates suspended and investigated, resulting in increased rates not being permitted to be made effective.

D. T. 2475. Request Herman Tapp Construction Co., Fort Wayne, for information relating to demurrage rules in the State. Advised concerning uniform demurrage rules and their application.

D. T. 2581. Joint Through Rates. Mishawaka Woolen Mfg. Co., through the Indiana Mfrs. and Shippers' Assn., regarding absence of through rates between stations on the Chicago, South Bend and Northern Indiana and the Winona Interurban traction lines. Requested the interurban lines to establish rates desired, the Commission not being empowered to require such rates. They refused to do so, stating that they were not equipped to handle such business.

D. T. 2582. Logs. C. & W. Kramer Co., Richmond, Ind. Rate on logs from Frankton to Richmond, Ind., complained of, sixth class rate having been charged. Rate of 5 cents in effect from Curtisville to Richmond and point of origin being intermediate that rate required to be charged, necessary refund being made.

D. T. 2584. Water in Tank Cars. Jackson Hill Coal and Coke Co., Terre Haute, complained of rate charged on water. Found rate charged that legally in effect and Commission unable to afford any relief. However, reasonable rate for other shipments established.

D. T. 2584A. Logs. Goshen Veneer Co., Goshen, Ind., complained of overcharge on shipment of logs from Pine and Lakeville to Goshen, via Wabash R. R. and C., C., C. & St. L. Ry., sixth class rate having been charged. Refund secured to basis of Commission's recommended rate of 3.85 cents per hundred pounds.

D. T. 2585. Fertilizer Material. Clendennin Fertilizer Co., Richmond, Ind., requested that the Commission assist in having adjusted the rate on potash from New Orleans to Woodford and Hagerstown, Ind. Considerable correspondence had with the P.,

C., C. & St. L. Ry. and Southern lines interested in movement. Matter now under advisement.

D. T. 2587. Cattle. C. A. Beard and Son, Oakton, Ind., complained of rate and weight on shipment of cattle, Bloomington to Oakton. Report made to Commissioner McClure and matter handled under A. R. file.

D. T. 2631. Coal. Complaint Laporte Carriage Co., Laporte, regarding rate on coal from Linton Fields to Laporte. Report of matter made to chairman of the Commission, who handled to a conclusion.

D. T. 2813. Rates. Request various carriers to be permitted to further postpone general advance in rates suspended by the Interstate Commerce Commission to March 15, 1911. Request granted. Subsequently, as shown in another part of this report, the Interstate Commerce Commission refused to permit advanced rates to become effective.

D. T. 2814. Grain. Oscar Jay, attorney at Goshen, Ind., for Coppes, Zook and Mutschler Co., Napanee, regarding B. & O. R. R. violating long and short haul clause of the law. Advised concerning application of the law. However, violation had been removed by the railroad.

D. T. 2819. Grain. Paoli Milling Co., Paoli, Ind. Complaint that rates Louisville to Paoli, Ind., higher than in reverse direction. Explained to complainant and that relief could only be had through Interstate Commerce Commission.

D. T. 2825. Lime. L. E. & W. R. R. petitioned to be permitted refund on 13 cars of lime from Portland to Richmond, Ind., via L. E. & W. and C., C. & L. R. R., account error in not showing in tariff the C., C. & L. as concurring carrier. Report made to the Commission, who handled under A. R. file.

D. T. 2891. Butts. Evansville Mfg. Co., account Evansville Tool Works. Rate on hickory butts from Rahms to Evansville. Sixth class rate charged. Commission held that rate of 2½ cents applicable on logs should be applied.

D. T. 2893. Lumber. Hackedorn Construction Co., Indianapolis. Less carload shipment of lumber billed at carload rate and minimum weight, causing overcharge. Refund made to basis of less carload rate and actual weight.

D. T. 3011½. Cattle. French Bros., Brookston, Ind. Charge on shipment of several trainloads of stock cattle from South Omaha to Brookston, Ind. C. & N. W. R. R. quoted 75 per cent. of the fat cattle rate as applicable to stock cattle. Such rate was in effect via other lines, but investigation, including visit to their general offices in Chicago and considerable correspondence with Interstate Commerce Commission, developed that such rate was not lawfully in effect via C. & N. W. R. R. Complainant so advised and suggested that charges be paid and claim for reparation filed for refund, the lower rate subsequently having been published.

D. T. 3127. Perrine Armstrong Co., Fort Wayne, Ind., complained of rate on logs from Petroleum to Fort Wayne, Ind., via C., B. & C. and L. E. & W. R. R. No joint rate in effect and lowest combination as charged found to be only rate in effect, the carriers refusing to apply Commission's scale.

D. T. 3140. Sawdust. Gus Rushchmeier, Evansville, complained of rate charged on shipment of sawdust from Griffin to Evansville, via I. & C. R. R., of 7 cents per hundred pounds. Lawful rate in effect and Commission not authorized to permit application of any other.

D. T. 3141. Merchandise. Geo. H. Dale, Cicero, complained of rate charged on less carload shipment of merchandise from York, Pa. Found that tariff rate had been applied, and complainant so advised.

D. T. 3222. Lumber. Vandalia Railroad request to refund Parry Mfg. Co., Indianapolis, overcharge on shipment of lumber from Flora to Indianapolis, occasioned through error of railroad in forwarding via route over which higher rate prevailed. Authority granted.

D. T. 3226. Grain. Canal Elevator Co., Peru, Ind. Rate on grain from Lawton to Chili, Indiana, via C., C. & L. and Vandalia R. R. Found that rate of 11 cents charged, based on combination of local rates, was correct rate to apply. Subsequently through joint rates were established.

D. T. 3228. Lumber. Indiana Hardwood Lumbermens' Association, Richmond, Ind. Request for information concerning proposed advance in rates and what effect such advance would have on lumber. Advised.

D. T. 3614. Fertilizer. Complaint E. Rauh and Sons, Indianapolis, concerning charge on less than carload shipment of fertilizer Indianapolis to Spiceland, Ind., via L. E. & W. R. R., via which route rate was $12\frac{1}{2}$ cents, whereas rate via another line 8 cents. Tariff rate was applied and Commission not empowered to authorize application of lower rate.

D. T. 3633. Coal. Blish Milling Co., Seymour, Ind., concerning advance in rates on coal from Linton District to Seymour and Bedford. Rates at that time were under suspension, but subsequently were made effective, together with other advances in coal rates.

D. T. 3634. Vehicles. Fehring Carriage Co., Columbus, Ind., concerning shipment of buggies from fair grounds to Edinburg, charged 55 cents per hundred pounds. Found rate of 37 cents per hundred pounds obtainable, using combination of locals, and refund made.

D. T. 3636. Household Goods. J. K. Moss, Ashboro, regarding rate and damage to shipment of household goods from Ashboro to University Heights, Indiana. Matter now undergoing investigation.

D. T. 3637. Hay. Long and Sinclair, Cloverdale, Ind., concerning rate on hay from Cloverdale to French Lick, rate of $13\frac{1}{2}$ cents having been charged. Found that rate of $11\frac{1}{2}$ cents published from Cloverdale to Jasper should apply, account intermediate movement. Refund made.

D. T. 3651. Coal. J. Wooley Coal Co., Evansville, Ind., complaining of rates on coal from Linton District to Clear Creek, Bloomington and other points in Stone Quarry district as compared with rates from mines on Southern Railway. Matter referred to Mr. R. A. Campbell, of the Southern Railway, for adjustment.

D. T. 3658. Drain Tile. J. C. Vanatta, Brookston, Ind., complained of absence of through rates from various points to stations on the C. & W. V. R. R. Found that rates were published with the exception of from one point complained of and advised that if necessary would take up the question of establishing rates from that point.

D. T. 3695. Coal. Bloomingdale Clay Co., Bloomingdale, Ind., complained of rate of 55 cents on coal to Bloomingdale as com-

pared with rate of 50 cents to Indianapolis. Explained conditions entering into the establishment of lower rate to Indianapolis, not existing at Bloomingdale.

D. T. 3696. Brick. Request M. S. Connelly, general freight agent, P., C., C. & St. L. Ry. be permitted refund on movement of brick from Gas City to Elwood, account brick not having been included, through error, in tariff naming rate of 40 cents per ton on various commodities. Commission held that it had no authority to authorize application of any other than published tariff rate of $7\frac{1}{2}$ cents as charged.

D. T. 3698. Lumber. Request W. T. Stevenson, chief tariff bureau, C., C., C. & St. L. Ry., refund on shipment of lumber from Farmland to Bluffton. Found that rate Farmland to Fort Wayne of 6 cents per hundred pounds was correct rate instead of 8 cents as charged, account movement being intermediate to Fort Wayne.

D. T. 3709. Coal. Complaint Worth-Huskey Coal Co., Chicago, of rate on car of coal from Bicknell to Beech Grove, Ind., via Vandalia, Indianapolis and C., C., C. & St. L. Ry., rate of \$1.00 per ton having been charged. Found correct rate to apply 50 cents per ton to Indianapolis, plus 1 cent per hundred pounds switching charge to Beech Grove.

D. T. 3712. Logs. Coppes, Zook and Mutschler Co., Nappanee, Ind., complained of rates on logs from stations on L. E. & W. R. R. to Napanee, the railroad having quoted sixth class rates. After conference with the railroad people, secured reduction to basis satisfactory to complainant.

D. T. 3714. Scrap Iron. A. Ciralsky and Son, South Bend, complained of rate of \$2.10 charged per ton on four cars of scrap iron from Wolcottville to South Bend, via Wabash and C. I. & S. R. R. Found that rate \$1.30 applied to South Bend in connection with roads other than C. I. & S. and that shipment was originally forwarded to be routed in connection with N. J., I. & I. R. R. which delivery consignees would not accept. Found that cars could have been reconsigned via another route at a charge of 40 cents for back haul, making through rate of \$1.70, and Commission held that rate should apply.

D. T. 3715. Indiana Coal Exchange, Indianapolis, complained of rate of \$1.06 on coal from Farmersburg to Greenwood. Found this to be published rate based on Indianapolis combination. Com-

mission not authorized to require refund but secured the publication of rate of 78 cents, applicable to subsequent shipments.

D. T. 3722. Coal. Bierhaus Bros., Vincennes, Ind., regarding shortage in shipment of coal and delay in transportation. Advised Commission not empowered to handle matter of shortage but was advised course to pursue, and with reference to the delay in transit was advised of the Shippers' Bill.

D. T. 3717. Cement. Sandusky Portland Cement Co., Sandusky, Ohio, complained of absence of through rates on cement from Syracuse, Ind., to stations on the Pennsylvania Company. Railroad companies required to establish necessary rates.

D. T. 3730. Demurrage. Evans Milling Co., Indianapolis, inquired as to right of Indianapolis Union Railway in application of the average agreement plan to base its charges on calendar month or month in which unloaded. After considerable correspondence with Interstate Commerce Commission, American Railway Association, etc., it was found that the universal plan was to collect or to consider the month when settlement was made, disregarding calendar month, and to preserve uniformity the Commission held to this plan.

D. T. 3731. Stone. Request G. W. Davis, general freight agent, Vandalia Railroad Co., be permitted refund on shipment of stone from A. & C. Stone and Lime Co., Greencastle to Mount Comfort, Ind., account of rate through error having been increased from 50 cents to 60 cents per ton. Commission held that tariff rate was the lawful rate and that it had no authority to authorize any other charge.

D. T. 3732. Logs. Request E. C. Leavenworth, general freight agent, G. R. & I. Ry., refund on shipment of logs, on which sixth class rate had been assessed. Refund to basis of Commission's recommended rate authorized.

D. T. 3735. Bottles. Model Glass Works, Summitville, Ind., concerning shipment to Clarks Hill, for T., St. L. & W. delivery. Found that rate was applicable via this route and that switching would be absorbed to that plant via C., C., C. & St. L. Ry. if shipment moved via its line.

D. T. 3736. Logs. J. M. Buck and Co., Bluffton, Ind., concerning rate on logs from Cedar Grove, Brookville, Metamora and

Laurel to Bluffton. Only rate in effect sixth class rate, but upon request rates desired were published by C., C., C. & St. L. Ry.

D. T. 3737. Broom Corn. W. H. Surface and Co., Indianapolis, Ind., requested Commission to assist in having adjusted a claim for loss and damage shipment broom corn from Hutchinson, Kansas, to Indianapolis. Claim was forwarded to carriers and promptly settled.

D. T. 3738. Grain. Various shippers of grain at New Harmony complained to Commission of their grain being discriminated against account of Evansville being given milling in transit. Matter was taken up in conference with Illinois Central people and satisfactorily adjusted.

D. T. 3746. Scrap Iron. Simon Cook Company, Wabash, Ind., concerning L. E. & W. R. R. trying to collect from them undercharge occasioned by using a rate less than published. Advised that the tariff rate would have to apply and that it was the duty of the L. E. & W. R. R. to collect the amount of undercharge.

D. T. 3783. Rate on Logs. Complaint C. G. Kramer, secretary Indiana Hardwood Lumbermen's Association, Richmond, Ind., in behalf of Hoosier Veneer Co., Ladoga, Ind., account 6th class rates carried by the C., C., C. & St. L. on logs, Thorntown to Ladoga, and by the Vandalia R. R., Glenn, Ind., to Ladoga. Matter taken up with initial carriers and rates satisfactory to complainants secured.

D. T. 3790. Rate on Lumber. June 28th, a letter was addressed the tariff department, P., C., C. & St. L. Ry. Co., Pittsburgh, Pa., calling attention to the rate on lumber, Edinburg, Ind., to Oakland City, Ind., being published at 8 cents per 100 pounds, and rate from same point to Evansville, Indiana, was 7 cents, Oakland City being intermediate. This discrimination was remedied by reducing rate to Oakland City to Evansville rate.

D. T. 3798. Charge for replacing cars. Complaint Mr. A. C. Sisson, Decker, Ind., that E. & T. H. R. R. demanded switching charge for moving car already placed to another place on same siding. Found that freight crew had placed car at usual place for unloading to patrons at Decker, and that their tariff provided for a charge for replacing cars. Complainant advised.

D. T. 3801. Vehicles L. C. L. Complaint Fehring Carriage Co., Columbus, Ind., claiming overcharge on shipment of buggies

crated from fair grounds to Rushville, Ind., via C., I. & L. and C., H. & D., rate charged 60 cents per 100 pounds. Found published tariff rate was 39 cents per 100 pounds, and refund authorized on this basis.

D. T. 3803. Rate on Cement. Inquiry Sandusky Portland Cement Co., Sandusky, Ohio, as to proper rate to apply on cement C. L., Buffington, Ind., to Indianapolis, the absence of rate from published tariffs of initial carrier causing a supposition of discrimination. Found the only lawfully published was in C. E. Fulton's Joint Agency Tariff at 7 cents per 100 pounds. Complainant advised, and correspondence closed.

D. T. 3811. Rates on Fertilizer. Inquiry S. Bash & Co., Fort Wayne, Ind., as to application of Commission scale of rates on fertilizer, whether based on short line mileage or actual mileage for which haul is made. Advised actual mileage on local movement, and on joint competitive business. Line having longer route usually meets short line rates, generally a matter to be settled by shipper in ascertaining rates and route.

D. T. 3814. Rate on Stone C. L. Request Erie Stone Co., Huntington, Ind., for publication of joint rates on stone from Huntington, Ind., to LaFountaine, Treaty, Speicers and Urbana, via Wabash R. R. and C., C., C. & St. L., and from Huntington to Urbana, Speicers and North Manchester, via Erie and C., C., C. & St. L. Satisfactory rates were secured. Erie Stone Co. advised.

D. T. 3826. Rate on Logs C. L. Request J. M. Buck & Co., Bluffton, Ind., for establishing joint rate on logs from Berne, Geneva and Hoagland to Bluffton, via the G. R. & I. Ry. on basis of Commissions' scale of joint rates on logs. G. R. & I. tariff officials appealed to for rates requested but they declined making less than rate 6 cents per 100 pounds. J. M. Buck & Co. advised. No formal petition presented to Commission and matter closed.

D. T. 3828. Logs C. L. Complaint Tessellated Flooring Co., Edinburg, Ind. Alleged overcharge on logs, Shirley, Ind., to Edinburg, Ind., via C., C., C. & St. L. Shipments moved under joint sixth class rate, 8 cents per 100 pounds. Found combination local rates made rate 7 cents per 100 pounds and refund authorized to this basis.

D. T. 3829. Brick C. L. Complaint Terra Cotta Tile and Brick Co., Brook, Ind., alleged overcharge on movement of car of

brick unused and returned Peru to Brook, at a rate of 8 cents per 100 pounds, as against a much lower rate on same, Brook to Peru. Investigated and found rate used was the lawfully published rate in effect and Commission without authority to order refund.

D. T. 3833. Change in Official Classification. This has relation to Supplement No. 5 to Official Classification No. 37 changing rules 15B and 15C, advancing minimum charge on small packages of freight from 25 cents to 35 cents, effective July 1, 1911. The effective date of this supplement was suspended by the Commission until July 31st, and on hearing indefinitely suspended. The Interstate Commerce Commission also suspended the effective date of these advances and question up for conference hearing.

D. T. 3835. Pipe, Iron and Steel. Petition of various roads operating in Indiana to restore former application or description of pipe iron and steel on one day's notice. Account failure to properly describe same in recent publications, was permitted by the Commission.

D. T. 3840. Advance in Rate on Coal. Informal complaint Bedford Industrial Association, account advance in rate on coal from Bedford Group, to various points from 50 cents per ton to 55 cents. The question of this advance was presented to Mr. Carter, G. F. A., C., I. & L. Ry. Co., as to cause of advance and possibility of restoring the 50 cent per ton rate. His reply was received and substance transmitted to complainants, with suggestion that the Commission would entertain a formal petition for a hearing should the advanced rate not be satisfactory. No petition being presented, matter closed.

D. T. 3841. Inequality in Rates. Informal complaint Pulse & Porter, Greensburg, Ind., account apparent discrepancy in the sixth class rate Greensburg to Newport, and the rate in reverse direction. Found the rates as quoted in letter of complainants were the lawfully published rates. A conference was suggested to further discuss the situation. No formal complaint coming before the Commission, matter closed.

D. T. 3866. Switching Chicago District. Request various Indiana railroads operating in Chicago switching district to make correction in their switching tariffs affecting absorption of switching charges on coal and coke, reducing same in less than statutory notice, was permitted.

D. T. 3872. Rate on Coal. C., C., C. & St. L. Ry. issued tariff advancing rate on coal from Illinois mines to various points in Indiana, Illinois, and Michigan and Ohio under I. R. C. 1912 I. C. C. 5766, the Interstate Commerce Commission suspended the effective date of this tariff and the C., C., C. & St. L. issued supplement under this suspension. As this Commission had not authorized the suspension, the supplement was rejected. However, the C., C., C. & St. L. indicating that the rates here were carried in other tariffs so far as Indiana was concerned, and there being no advance in State rates, supplement was accepted and passed to our file.

D. T. 3873. Fertilizer L. C. L. Request L. E. & W. R. R. for authority to make refund in shipment fertilizer L. C. L., Indianapolis to Dunreith, Ind., via L. E. & W. to meet P., C., C. & St. L. short line rate. Found shipment moved under lawful published rate, and Commission without authority to authorize refund.

D. T. 3876. Storage of Logs. Complaint Goshen Veneer Co., Goshen, Ind., caused by L. S. & M. S. agent Carlisle, Ind. assessing storage charges on logs unloaded on railroad property awaiting loading, a privilege formerly without charge, and that this privilege had also been extended other shippers. Found, on investigation, that charges had been made under erroneous interpretations of the tariff, and refund was made by the L. S. & M. S. Ry. Co. to complainant.

D. T. 3876A. Logs C. L. Request Jas. Webster, A. G. T. M. Michigan Central Railroad, for authority to refund overcharge accruing on movement of logs from Warrick, Ind., to Goshen, Ind., occasioned by changing rate in error from 3 cents per 100 pounds to 4 cents per 100 pounds, between March 28 and June 19, when error was discovered and corrected. Held that as $3\frac{1}{2}$ cent rate was the published rate from a point beyond Warrick, a higher rate could not be charged from Warrick and refund was authorized on the basis of the $3\frac{1}{2}$ cent rate, Commission not being empowered to authorize refund to 3 cent rate.

D. T. 3884. Lumber C. L. Complaint C. & W. Kramer Co., Richmond, Ind., alleged overcharge on car lumber from Richmond to South Bend, via P., C., C. & St. L. Ry., rate used in billing, $10\frac{1}{2}$, was published tariff rate. Found rate from Cincinnati, O., to South Bend, via Richmond, was 10 cents per 100 pounds, and refund authorized on basis of 10 cent rate.

D. T. 3888. Sand and Gravel C. L. Refers to Supplement No. 6 to I. R. C. 346, issued July 25th, and effective August 6th, naming rate on sand and gravel from Fort Harrison and South Terre Haute to Bedford $42\frac{1}{2}$ cents per net ton, applying as "terminal rate only." Commission held tariff must eliminate the restricting "terminal rate only," and allow rate to apply from any intermediate point.

D. T. 3890. Buggies, L. C. L. Complaint Rex Buggy Company, Connersville, Ind., account higher rate on buggies, in effect via the C., H. & D. from Connersville, Ind., to Mexico, Ind., than via the L. E. & W. or C., C., C. & St. L. Found that the rate used by the C., H. & D. was lawfully published rate. Commission without authority to authorize refund, however, matter taken up, and C., H. & D. reduced rate to meet that published by competing roads.

D. T. 3892. Watermelons, C. L. Complaint Peter Herberer, Evansville, Ind., account alleged discrimination in rate on watermelons from Upton to Evansville, Ind. Claim the L. & N. charge 11 cents per 100 pounds, as against $6\frac{2}{10}$ cents per hundred pounds from Epworth, Ill. On August 10th Commission received Tariff I. C. R. 64, effective August 12th, naming rate Welborn and Upton to Evansville, same as from Epworth, Ill., $6\frac{2}{10}$. Complainant advised of this rate and to present claim for any shipment on which higher rate had been charged.

D. T. 3893. Anthracite Coal, C. L. Complaint Greenwood Lumber Co., Greenwood, Ind., alleged excessive rate on anthracite coal, Buffalo, N. Y., to Greenwood, Ind., \$2.00 per ton, as against \$1.65 from Buffalo to Indianapolis. Found rates quoted to be the published tariff rates, the P., C., C. & St. L. receiving 35 cents per ton. The question of rate Indianapolis to Greenwood taken up with P., C., C. & St. L. and rate 28 cents per ton secured and published.

D. T. 3894. Shale or Clay, C. L. Complaint Wabash Portland Cement Co., Detroit, Mich., claiming excessive rate and weights on shipment of shale or clay from Steubenville, Ind., to Stroh, Ind. Weight charged being 10 per cent. above marked capacity of car used and rate 25 cents per ton. Found the rate charged lawfully published rate and weight billed covered by instructions to agents where cars could not be weighed, further provided for weighing of cars en route, and correct weight applied.

Complainant so advised, no further correspondence shown, and matter closed.

D. T. 3895. Mine Props, C. L. Complaint E. L. Jink, Tangier, Ind., and John Dobson, Cates, Ind., consignee and consignor. Cars mine props from Cates, Ind., to Westville, Ill., via T., St. L. & W., Ridge Farm and the C., C., C. & St. L. Ry. Claimed overcharge in weight, the billed lot being based on capacity of cars used, in this instance 80,000 capacity car used and no record of cars having been weighed. Matter taken up with T., St. L. & W. They agree to settle claim on basis of actual weight when same can be substantiated by shipper, with a minimum of 40,000 pounds.

D. T. 3897. Rate on Logs. Inquiry St. Joe Valley Mfg. & Shippers' Assn., Elkhart, Ind., regarding application of Commissions' scale of rates on logs, on shipments moving in 1908 and 1909 on rate in excess of this scale. Reply made that majority of roads operating in Indiana applied the Commission scale on local movement and a limited number in joint movement and recommended that claims be presented to the roads in interest based on the Commissions' scale of rates, both local and joint.

D. T. 3898. Rate on Coal, C. L. Complaint Hunter W. Finch & Co., Chicago, Ill., alleged overcharge on coal from Templeton, Ind., to Brook, Ind., via S. I. & C. and E. I. Rys. Rate used in billing 90 cents per ton, being the Terre Haute combination rate, claimed 80 cents per ton as covered by S. I. Ry., I. R. C. 318, Commission held that this tariff only covered the Queen Mine and not all the mines in the Linton District, as claimed, therefore refund could not be authorized.

D. T. 3899. Bottles, C. L. Complaint The Charles Boldt Co., Cincinnati, Ohio, claiming shipment of bottles, Muncie, Ind., to Fairmount, Ind., turned over by them to the L. E. & W. not routed (their plant being located on the L. E. & W.), was misrouted by the L. E. & W. in that they forwarded the car via their own line instead of turning same to P., C., C. & St. L. at Muncie for forwarding, the P., C., C. & St. L. having less rate than the L. E. & W. Commission not inclined to conclude this movement as being misrouted.

D. T. 3900. Live Stock, L. C. L. Complaint Mr. P. A. Moore, Mellott, Ind., claiming overcharge on shipment, 3 cows from Gilberts, Ill., to Mellott, Ind., via T., St. L. & W. and Veedersburg, the billing indicated carload minimum 20,000 pounds, and L. C. L.

live stock rate used. When billing should be 20,000 pounds at carload rate on estimated weight at L. C. L. rate, whichever would figure the less combination. Refund authorized on proper basis.

D. T. 3901. Rate on Logs. Complaint C. & W. Kramer Co., Richmond, Ind., excessive rate quoted on logs C. L., New Trenton, Ind., to Richmond, Ind., sixth class rate 7 cents per 100 pounds named. Correspondence had with G. F. A., C., C., C. & St. L. Ry., and rate satisfactory to complainants secured.

D. T. 3912. Circus Outfit. Complaint Greater United Shows, Chicago, Ill., account Vandalia R. R. charging for one car in excess of the contract at higher rate than those moved at same time under contract rate. Found additional car moved under lawful published rate and Commission without authority to authorize refund, the contract having been fulfilled.

D. T. 3913. Class Rates. Complaint W. M. Shafer Co., Frankfort, Ind. Alleged discrimination in class rates Frankfort, Ind., as compared with rate from Terre Haute for equal distance. One instance was shipment of sugar L. C. L. Frankfort to New Market 14 cents, as against rate $8\frac{1}{2}$ cents Lafayette to Flora, this was error in billing and refund authorized. Vandalia R. R. tariff officials now engaged in lining up rates with a view of eliminating these and other apparent discriminations as between points.

D. T. 3914. Violation Long and Short Haul Clause. This related to C., I. & L. I. R. C. No. 1350, tariff on manure C. L., Indianapolis to Raubs, \$1.00 per ton as a "terminal rate only." Commission held this a violation of long and short haul clause of statute, and that rate should include intermediate points. Tariff corrected accordingly.

D. T. 3917. Reconsignment charges. Complaint H. E. Kinney Grain Co., Indianapolis, account reconsigning charge assessed by the C., I. & L. on car feed Marshall, Minn., to Bargersville, Ind., of \$2.00 Found tariffs on file covered this charge and movement being interstate and not under this Commission's jurisdiction.

D. T. 3920. Rate on Coal. Complaint Indiana Condensed Milk Co., Sheridan, Ind., discrepancy in rates, Linton District Mines to various points 75 cents per ton as compared with rate 95 cents per ton from same district to Carmel, Sheridan and Kirklín, via Vandalia and C., I. & L. Tariff officials agreed upon a reduction to 90 cents per ton, which was not satisfactory to com-

plainant, who presented a formal complaint, and on hearing, Commission made an order naming rate from Linton District Mines to Broad Ripple and Carmel, 75 cents; Sheridan and Kirklin, 80 cents per ton, and these rates published and now in effect.

D. T. 3924. Switching. Communication from Mr. A. D. Johnson, of the P. H. and E. M. Roots Co., Connersville, Ind., requesting to have name appear in switching tariffs on interested road at Connersville, covering movement of cars in and out new power house to be constructed as an extension to their furniture plant. This matter concluded under A. R. file through Commissioner McClure.

D. T. 3925. Coal, C. I. Request O. C. Carter, G. F. A. C., I. & L. Ry. for authority to refund overcharge on 8 cars coal moved from Victoria Mine to South Bend, Ind., via Otis and the L. S. & M. S. This routing carried a higher rate than via Shelby and the C., I. & L. and was an error of the C., I. & L. agent in misrouting under the statement as shown by the C., I. & L. The Commission authorized refund to basis of 90 cents per ton, the rate in effect via Shelby and the C., I. & L. R. R.

D. T. 3926. Rate on Logs—Switching. Complaint Ackerman, Bright Lumber Co., Wabash, Ind., covering rate on logs from Roann to Wabash, via Vandalia and C., C., C. & St. L. R. R., and refusal of C., C., C. & St. L. to handle cars for this firm, when coming from other roads. Reply was made quoting the published tariff rate on logs and advising complainants that the C., C., C. & St. L. would be compelled by the statute to receive cars tendered by other roads and switch same to their plant.

D. T. 3927. Bottles, Overcharge and Loss. Complaint Lapel Bottle Co., Lapel, Ind., account delay on part Central Indiana Ry. Co. settlement of claim for overcharge and damage on carload of bottles to Little Rock and overcharge on shipment to Boise, Idaho, a total of \$257.34. In answer to inquiry, the Central Indiana general freight agent advised that there was no basis for the claim of overcharge on the Boise shipment and that the claim in the Little Rock shipment would be hurried with all possible effort. The shipment being interstate, the Commission did not have jurisdiction. Claimant fully advised.

D. T. 3937. Rates on Grain. Complaint Jos. Emison, Vincennes, Ind., alleged discrimination in rates on milled-in-transit product as against rate on by-products Vincennes, Ind., to New

York and other eastern points. This question taken up with the roads in interest. It was ascertained that same complaint was before the Interstate Commerce Commission and under investigation. As the movement was interstate, this Commission was without jurisdiction, but would continue investigation in aid of complainants.

D. T. 3939. Rates on Coal. Complaint Domestic Block Co., Kokomo, Ind., account C. & E. I. R. R. mines to station in Illinois reached by the C., C., C. & St. L. Ry. Matter taken up with Mr. F. C. Reiley, G. F. A., C. & E. I. R. R., who advised effort under way for restoration of these rates, but not as yet definitely determined. As question involved was interstate, Commission was without jurisdiction.

D. T. 3940. Weighing Empty Cars. Complaint Citizens Gas Co., Indianapolis, Ind., account charge made by the I. U. Ry. Co. for weighing empty cars on complainant's scales at their plant, the contention being that as the railroad companies should furnish correct weight of contents of cars loaded, it could only be secured by weighing the cars empty, and that no charge should be made for this service. Petition being presented, the Commission heard evidence and issued order effective January 1, 1912, as follows: "That whenever respondent at the request of petitioner shall weigh empty cars on petitioner's track scales, no charge shall be made for such service, if such weighing shows an error in the stenciled weight of said cars of 500 pounds or more, provided, if the variance is less than 500 pounds, the charges set out in respondent's tariffs may be made."

D. T. 3943. Rate on Plaster. Complaint The Fishback Gypsum Co., Toledo, Ohio, account absence of joint rates on plaster C. L. from Fort Wayne, Ind., to Plymouth, Ind., via Pennsylvania Lines. Shipments moving under sixth class rate and commodity rate asked for. Matter presented to Pennsylvania Company and arrangements under way for publication of satisfactory commodity rates. Complainants advised.

D. T. 3948. Rate on Grain. Complaint Indiana Grain Dealers' Association, Indianapolis, through their secretary, Mr. Chas. B. Riley, account withdrawal of commodity rates on grain by the G. R. & I. Ry. Co. from certain points to Ohio River points, Jeffersonville, Madison, and New Albany. The supplement withdrawing these rates was suspended by the Commission and a hearing or-

dered. The G. R. & I. Ry., however, withdrew the supplement, restoring the rates formerly in effect.

D. T. 3949. Switching Charge. Complaint Corydon Hub Factory, Corydon, Ind., account switching charge of \$2.00 per car assessed by the L., N. A. & C. R. R. Co. Matter taken up with the company, who voluntarily agreed to discontinue making this charge, so far as State traffic was concerned.

D. T. 3950. Safeguarding to Order Bills of Lading. Communication from Mr. Chas. B. Riley, secretary Indiana Grain Dealers' Association, Indianapolis, relating to safeguarding order and notify bills of lading to prevent forgeries. Reply made that the Commission would be pleased to co-operate, and conference suggested. Matter now under advisement.

D. T. 3951. Class Rates. Letter from Valier & Spies Milling Co., St. Louis, Mo., calling attention to difference in class rates between given points via different roads, specifying Terre Haute to Owensburg, fifth class rate via C. & E. I. 8½ cents, and via E. & T. H. 11½ cents. Complainants advised that competing roads were not compelled to equalize rates. The particular case cited, however, was equalized by the C. & E. I. assuming control of the E. & T. H. and E. & I. roads.

D. T. 3952. Rate on Drain Tile. Request R. A. Campbell, G. F. A. Southern Railway, for authority to refund overcharge on shipment of drain tile Tell City, Ind., to Patoka, Ind., via Southern Railway and E. & T. H., sixth class rate used, refund based on combination commodity rate 4 cents Tell City to Princeton; 2 cents Princeton to Patoka. Commission authorized refund on combination rate.

D. T. 3953. Rate on Bottles. Complaint The Thompson Bottle Co., Gas City, Ind., through Indiana Manufacturers' & Shippers' Association regarding rate on bottles C. L., Gas City, Ind., to McKeesport, Pa., via P., C., C. & St. L. for B. & O. R. R. delivery. Found no through rate in effect, Gas City to Pittsburgh, with local rate Pittsburgh to McKeesport, via B. & O. Movement interstate, and matter now before Interstate Commerce Commission. Complainants advised.

D. T. 3955. Rate on Bottles. Complaint B. B. Bottle Co., Spencer, Ind., account rate used in shipments of bottles, Spencer, Ind., to Avery Island, La., 71 cents per 100 pounds. Claimed rate

should be based on New Orleans. Spencer to New Orleans, 33 cents; New Orleans to Avery Island, La., 24 cents; through, 57 cents; investigated and found this rate should be 57 cents. As movement was interstate, complainant was advised to present matter of overcharge to Interstate Commerce Commission.

D. T. 3973. Rate on Grain. Complaint W. F. Small & Co., Evansville, Ind., account claimed excessive rate on grain, Bargarville, Ind., to Evansville, 9 cents per hundred pounds, as against six cents from Indianapolis. Found the movement was via Effingham, Ill., making it interstate, and not under jurisdiction of this Commission. Complainants advised of the Commission's willingness to take up with Illinois Central R. R. if desired. No further complaint. Matter closed September 19th.

D. T. 3975. Rates to Missouri River Points. Complaint Wayne Knitting Mills, Fort Wayne, Ind., and Marion Flint Glass Co., Marion, Ind., and others, alleged discrimination in rates to Missouri River points, as against rates from Chicago, and other Illinois points, to same territory. These complainants were advised that the Commission, while not having jurisdiction (the movement being interstate), they were cognizant of this rate situation, and in the interest of Indiana shippers has petitioned the Interstate Commerce Commission for a hearing and the establishment of more equitable basis of rates.

D. T. 3980. Rate on Watermelons, C. L. Complaint R. H. Pennington & Co., Evansville, Ind., alleged overcharge on shipment of three cars watermelons, Johnson, Ind., to Vincennes, Ind., made July 27, 28 and 29. The rate used was 10 cents per hundred pounds. On August 1st a commodity rate on watermelons of 7 cents per 100 pounds was published from Johnson, Ind., and the claim was based on this rate. As the rate used was the lawfully published rate at the time shipment moved, the Commission was without authority to authorize refund, and complainants so advised.

D. T. 3982. Rates on Sand and Gravel. Complaint Sand & Gravel Co., Terre Haute, Ind., asking for equalization of rate on gravel from Summit Grove, Ind., on C. & E. I. R. R., with rate on gravel from Fort Harrison, Ind., on the C., T. H. & S. E. Ry. Investigated and found conditions dissimilar. Fort Harrison being within switching limits of Terre Haute, and Summit Grove some twenty miles distant. These facts presented to complainants, who did not continue the matter further.

Plate Glass Co. plant to Ford & Donnelly. Found rate of 20 cents per ton used was published tariff rate and the Commission without authority to authorize refund. Klein Bros. advised, however, that if they consider the rate charged excessive, they had the right of petition for a hearing. No further correspondence had.

D. T. 4023. Rate on Coal, C. L. Complaint Carlisle Coal and Clay Co., Carlisle, Ind., excessive rate on coal from Carlisle, Ind., to Decker, Ind., rate being 70 cents per ton. Found rate Carlisle to Evansville was 40 cents per ton and the intermediate rate should not be in excess of 40 cent rate. Complainants advised.

D. T. 4024. Mine Props, C. L. Petition of F. C. Reiley, G. F. A., C. & E. I. R. R., for authority to refund overcharge on two cars mine props, Lena, Ind., to Clinton, Ind., account Miami Coal Co., rate used in billing was joint sixth class rate. Rate requested on which refund is based was combination local commodity rates, making lower through rate. The Commission authorized the refund on basis of combination local rates.

D. T. 4025. Straw, C. L. Request from J. W. Graham, G. F. A., T., St. L. & W., for authority to refund account overcharge on two cars straw from Russiaville to Lafayette, misrouted by the agent, sending cars via route bearing higher rate. Commission authorized refund to basis of lowest published rate, as the T., St. L. & W. were responsible for sending cars via route having the higher rate.

D. T. 4028. Corn, C. L. Petition of B. H. Stanage, A. G. F. A., C. & E. I. R. R., requesting authority to refund account overcharge in weight on eight cars corn, Vincennes to Evansville, billed weight 60,000 pounds per car, or 480,000 pounds; actual weight, 436,600 pounds. Refund requested on basis of actual weight. Found tariff in effect at time shipment moved provided that the minimum weight per car should be the marked capacity of car used. Billing, therefore, being in conformity with tariff, Commission without authority to authorize refund.

D. T. 4038. Traction Engine. Complaint Gaar-Scott Co., Richmond, Ind., account excessive rate charged on movement of traction engine from Odon, Ind., to Orleans, Ind., via C., T. H. & S. E. and C., I. & L. billed at fifth class rate, Odon to Orleans; 18½ cents. Found rate in effect, Odon to New Albany 11½ cents. fifth class. Orleans being intermediate, refund authorized on basis of 11½ cent rate.

D. T. 4041. Attendant With Bananas, C. L. Petition of L. S. & M. S. Ry. for authority to establish on one days' notice rule authorizing passage on one man free in charge. Cars bananas requiring attention during cold weather. Authority granted.

D. T. 4045. Rates on Potash, C. L. Complaint of Clendennin Fertilizer Co., Richmond, Ind., through Indiana Manufacturers' and Shippers' Association, alleged discrimination in rates on potash from New Orleans, La., to Woodward and Hagerstown, Ind., as against rates to Indianapolis and other points. Matter taken up through the P., C., C. & St. L. Ry., and they with initial lines. It is a question involving the fourth section of amended act, and a matter for the decision of the Interstate Commerce Commission. No definite information at hand, and complainants advised.

D. T. 4047. Logs, C. L. Complaint of St. Joe Valley Manufacturers' and Shippers' Association, South Bend, Ind., relating to alleged overcharge on logs from Cicero and Arcadia, Ind., to Goshen, Ind., via L. E. & W. Laporte, and L. S. & M. S. Rys. Shipment moved under published sixth class rate 9 cents per 100 pounds, and refund is requested on basis of Commission's scale of joint rate on logs, 7 cents per 100 pounds. Matter presented to L. S. & M. S., requesting settlement on basis of 7 cents per 100 pounds. Matter pending.

D. T. 4051. Stone, C. L. Complaint Indiana Fuel Supply Co., Indianapolis, alleged excessive charges on shipment four cars stone, Fair Grounds to Malott Park. Claimed rate quoted \$5.00 per car, and billing at $3\frac{1}{2}$ cents per 100 pounds. Found shipment moved under lawfully published rate and Commission without authority to authorize refund.

D. T. 4052. Rate on Grain, C. L. Petition C., C., C. & St. L. Ry. Co. for justification of refund made on alleged overcharge on grain from various C., C., C. & St. L. stations to Madison, Ind., on basis of rate on grain in effect to Jeffersonville and New Albany, Madison not being included in published tariffs at other than sixth class rate on grain. Commission held rate to Madison should not exceed the rate to Jeffersonville and New Albany. Commission advised that while the C., C., C. & St. L. had technically violated the law in refunding on other than the published tariff rate, they would not institute suit for having equalized these rates in making the refund.

D. T. 4057. Logs, C. L. Complaint St. Joe Valley Manufacturers' and Shippers' Association, South Bend, account Goshen Veneer Co., alleged overcharge \$30.72 on movement of logs, Hancock to Goshen, Ind., via Vandalia R. R. Claim based on Commission's scale of rates on logs. Commission authorized the Vandalia R. R. to settle claim on basis of their scale of rates.

D. T. 4058. Wagon Beds. Complaint Indianapolis Wagon Co., Lafayette, Ind., excessive weight charged on car wagon beds, Lafayette to Indianapolis. Joint weight inspection bureau estimated the weight of car by weighing one body and multiplying by total bodies in car. This exceeded the scale weight made by the railroad company and the estimated weight aimed at by shippers, as this was in excess of the track scale weight. Commission recommended claim be settled on basis of shippers' verified estimated weights.

D. T. 4067. Oil, C. L. Complaint Patoka Valley Oil and Gas Co., Princeton, Ind., based on rate charges in movement of petroleum oil moved in tank cars from Princeton to Evansville, 8 cents per 100 pounds. Found $6\frac{1}{2}$ cent rate published by the Southern Ry. Co., effective August 3, 1907, and refund authorized on all shipments moving subsequent to that date.

D. T. 4068. Household Goods. Complaint Rev. J. S. Meracle, North Salem, Ind., claiming overcharge on shipment household goods from North Salem, Ind., to Idaville, Ind., at rate 41 cents per 100 pounds. Investigated and found rate based on Monticello should have been used as the lowest combination and C., H. & D. Ry. Co. at fault in routing the car by lines carrying higher rate. North Salem to Monticello, 22 cents; Monticello to Idaville, via P., C., C. & St. L., $7\frac{1}{2}$ cents; through, $29\frac{1}{2}$ cents. Refund was authorized on basis of lower combination, $29\frac{1}{2}$ cents.

D. T. 4071. Rate on Cement Tile, C. L. Request from A. D. Miller, Goshen, Ind., for establishment of equitable rates on cement, tile and products from Goshen, Ind., to various points, via L. S. & M. S. and C., C., C. & St. L. roads. Satisfactory rates secured from the L. S. & M. S. Question of rates via the C., C., C. & St. L. still pending.

D. T. 4072. Stone, C. L. Request C., C., C. & St. L. Ry. for authority to refund on claim presented by the Greely Stone Co., St. Paul, Ind., on shipment of thirteen cars stone, St. Paul to Trafalgar, Ind. Rate used was published tariff rate, 50 cents per

ton; refund based on rate 45 cents St. Paul; 15 cents Morgantown, Trafalgar being intermediate. Commission authorized refund to basis of 45 cent rate.

D. T. 4073. Sand, C. L. Request Vandalia R. R. Co. for authority to refund on alleged overcharge on car sand, moving from Indianapolis to Bloomington, via Vandalia and C., I. & L. R. R. They desire refunding Central Gravel Co., Indianapolis, on basis of 55 cents per ton, a rate in effect via Indianapolis Southern. This rate was also in effect via Vandalia and C., I. & L., but by supplement issue the C., I. & L. was erroneously omitted as a concurring carrier. Commission held that as the I. S. was participating carrier, and the car unrouted, Vandalia should protect rate, and refund authorized on basis of 55 cent rate.

D. T. 4077. Scrap Iron, C. L. Request P., C., C. & St. L. for authority to refund A. Cohen, Indianapolis, alleged overcharge on car scrap iron, Taylorsville to Indianapolis, on basis of 90 cents per ton rate. The published tariff rate from Taylorsville to Indianapolis was \$1.10 per ton. The 90 cent rate was the published tariff rate Columbus to Indianapolis. Taylorsville being intermediate with Columbus, Commission held \$1.10 rate a violation of the long and short haul clause of statute, and refund authorized.

D. T. 4110. Rate on Grain. Complaint Ambia Grain Co., Ambia, Ind., account excessive rate on grain, Ambia, Ind., to Chicago, Ill., 7 cents per 100 pounds via L. E. & W. and C., I. & S., as against 4½ cents to Chicago from adjacent territory via other lines. As this was interstate traffic, complainants were advised to petition to Interstate Commerce Commission.

D. T. 4121. Empty Carriers Returned. Complaint Perfection Biscuit Co., Fort Wayne, Ind., account differences in rates on interurban lines in handling return crates, cans, etc. Complaint made through Indiana Manufacturers' and Shippers' Association. As the Indiana law defining the authority of the Commission in its relation to interurban line's freight rates does not empower them as yet to adjust freight rates, complainants so advised.

D. T. 4106, 4116, 4117, 4118. Request from the N. Y. C. & St. L., Erie, T., St. L. & W. and M. C. tariff officials for authority to suspend certain tariffs and supplements on one days' notice, the Interstate Commerce Commission having suspended same. As the publications referred to had become effective, the Commission was

without authority to grant suspension; however rates on Indiana traffic were not effective.

D. T. 4123. Fertilizer. An informal petition by the Bash Fertilizer Co., Fort Wayne, Ind., for establishing joint rates on fertilizer from their plant, Prairie Switch, Wabash R. R., to stations on the L. E. & W. The question of publishing rates on basis of Commission's scale of rates on fertilizer taken up with the L. E. & W. R. R., who declined joining the Wabash R. R. on basis of rates referred to. Complainants advised, matter pending.

D. T. 4140. Combination Rates. Inquiry J. A. Allison, F. T. A., C., H. & D. Ry., as to Commission's ruling relating to application of combination local rates as the maximum rate to apply. Advised combination of local rates will apply when lower than through rate.

D. T. 4142. Baggage Extra Size. Complaint Talge Mahogany Co., Indianapolis, account various railroad companies publishing, effective January 1, 1912, additional charge for pieces of baggage exceeding 40 inches in dimension. Investigation started, and at same time railroads withdrew the clause in tariffs objected to. These withdrawals permitted by Commission. Complainants so advised.

D. T. 4145. Rates on Clay, Gravel, etc. Inquiry from Wabash Portland Cement Co., Detroit, Mich., requesting information as to rates in effect in Indiana on clay, gravel, coal, etc., for a distance of 12 miles. Tariffs examined, communication replied to.

D. T. 4149. Printing Paper. Complaint Western Newspaper Union, Omaha, Neb., alleged excessive freight rate charged on movement of two cars printing paper, Alexandria to Fort Wayne, via C., C., C. & St. L. and N. Y. C. & St. L. Investigated and found shipments were routed by consignor, and as lawfully published tariff rate was used, Commission without authority to refund.

D. T. 4152. Scrap Iron. Mr. Louis Schusteman, Spades, Ind., account alleged excessive rate used in movement of car of scrap iron, Spades to Greensburg, rate \$1.30 per ton via C., C., C. & St. L. Rate claimed, \$1.20 per ton. Found rate in effect, Spades to Indianapolis, \$1.20 per ton. Greensburg, being intermediate, higher rate was in violation of long and short haul clause, Indiana statute. Refund authorized on basis \$1.20 per ton.

D. T. 4160. Logs. Claim Tessellated Flooring Co., Edinburg, Ind., via C., C., C. & St. L. and P., C., C. & St. L., overcharge on

logs, Laurel to Edinburg, sixth class rate, 9 cents per 100 pounds used. Found combination rates made $8\frac{1}{2}$ cents, and refund authorized on basis of $8\frac{1}{2}$ cent rate.

D. T. 4163. Maximum Rates. Inquiry Central Freight Association, Chicago, Ill., as to Commission's ruling relating to application of combination local rates as the maximum rate. Advised that combination local rates applied when same made lower than through published rates.

D. T. 4167. Sand. Request from N. Y. C. & St. L. R. R. Co. for authority to refund alleged overcharge on movement of car sand, Eslen Park to Wheeler, based on rate 30 cents per ton, billed rate being 55 cents per ton. As the shipment moved prior to the effective date of the 30 cent rate the 55 cent rate, the lawfully published rate at time of movement, the Commission without authority to grant refund.

D. T. 4168. Switching Rate. Application F. C. Reiley, G. F. A., C. & E. I. R. R., for permission to make effective switching rate to and from plant of Indiana Tie Co., Evansville, Ind., showing reduction from usual switching tariff charge. Permission granted, provided rate was open to all, and for a period of not less than 30 days.

D. T. 4170. Rate on Mine Props. Inquiry Pittsburg Mining Co., Terre Haute, Ind., regarding application of combination local rates as against through rates. Advised that combination local rates would apply when less than through rate.

D. T. 4176. Cinders. C. L. Complaint M. Rumely Co., Laporte, Ind. Claimed excessive rate in movement of cinders, Elkhart to Laporte, via L. S. & M. S. Ry., rate used 65 cents per ton. Rate claimed 30 cents per ton. Found 30 cent rate not in effect at time of shipment, 65 cents being the only lawfully published rate in effect. Commission without authority to order refund.

D. T. 4181. Logs, C. L. Complaint Sanders & Egbert Co., through the St. Joe Valley Manufacturers' and Shippers' Association, Fort Wayne, Ind., alleged excessive rate charges on movement of logs, Michigan City to South Bend, via L. E. & W. and L. S. & M. S., sixth class rate used. Claim based on Commission's scale of rates on logs. Matter presented to L. E. & W., requesting refund on Commission's rates. Now pending.

M. T. BRADY, Clerk.

J. B. McNEELY, Tariff Clerk.

APPENDIX V.

Report of Inspection Department

AND

Accident Bulletins.

REPORT OF INSPECTION DEPARTMENT, 1911.

Hon. W. J. Wood, Chairman, Railroad Commission of Indiana, Indianapolis, Ind.:

DEAR SIR—The following is the report of the Inspection Department of the Railroad Commission of Indiana for the year 1911 and same is respectfully submitted:

The work of this department has been so diversified that I find it difficult to give an idea of it for use in the Annual Report without using too much space. By referring to former annual reports and records in this office, and consulting with Mr. D. E. Mathews, who has been connected with the Inspection Department several years, I am convinced that the steam roads of the State are making a determined and effectual effort to reduce the number of penalty defects on cars and engines. Speaking in a general way there is compliance with the foot-board, ashpan, bell-ringer, hand-hold, coupling lever and all other laws and Commission's orders that have in view the safe-guarding of life and property. Too much cannot be said for the managing officers of the steam roads and private industries concerning the interest they are showing, and their willingness to comply with the 7-foot lateral, and 21-foot overhead clearance laws. I do not recall a single case during the year where this department has met with opposition in matters of this kind. Some of our steel bridges, and a number of buildings and platforms that were in use prior to the enactment of our clearance laws, do not give the required clearance, and in some cases the cost of changing them would be very heavy. For this reason it would seem necessary to maintain some of them in their present condition until general repairs or reconstruction is necessary. Warning signs should be kept in first-class condition to protect workmen until proper clearance is arranged for.

During 1911 the Commission arranged for the "Double Order" system of handling train orders on interurban lines, requiring that both motorman and conductor report the train order to the dispatcher before it could be acted on.

The Commission also required the interurban lines to provide a separate compartment for the motorman in order that he might give his entire attention to the operation of his car.

Another order of the Commission required interurban lines to segregate the train dispatcher, and not permit him to sell tickets, or perform other duties that would bring him in contact with the general public during the time he was issuing train orders. This department has during the year in its trips of inspection throughout the State given these orders special attention and find a general compliance.

We have found it necessary to report to the Commission conditions on interurban lines that in our opinion affected safe operation, and as with the steam lines have found the operating officials willing and anxious to

accept any recommendation that would throw an additional safeguard about operation.

Total miles, steam and interurban, traveled by this department during the year, 53,658 miles.

Total of 3,786 miles, general inspection steam and interurban made during the year, in which condition of rail, fastenings, ties, ballast, bridges and buildings, highway crossings, etc., were reported to the Commission.

Total number of yard inspections, steam lines for the year, 288.

Total number of penalty defects found, necessitating repairs, or throwing car out of train, 34.

The Annual Report for 1910 closed with 405 inspection cases shown on Docket as pending. During the year this department has, according to the dockets, assisted the Commission in closing 271 of these cases, and handled during the year 720 new inspection cases.

J. M. SCOTT,
Chief Inspector.

REPORT OF INSPECTION DEPARTMENT FOR YEAR 1911.

I. R. No.	RAILROAD.	Subject.	Location.	Disposition.
77	P., C., C. & St. L.	P., C., C. & St. L. railroad bridge.	New Castle.	Continued.
318	C., C., C. & St. L.	Overhead bridge.	Elkhart.	Continued.
422	E. & T. H.	Low highway bridge.	Wadesville.	Closed.
432	E. & T. H.	Low shed.	Evansville.	Closed.
676	P., C., C. & St. L.	Lateral obstruction.	Columbus.	Closed.
677	P., C., C. & St. L.	Lateral obstruction.	Kokomo.	Pending.
715	P., Ft. W. & C.	Depot.	Hobart.	Pending.
716	P., C., C. & St. L.	Depot.	Effner.	Pending.
724	P., C., C. & St. L.	Depot.	Manila.	Pending.
907	Indianapolis Union.	Low sheds.	Indianapolis.	Pending.
922	C., I. & L.	Violation full crew law.	Crawfordsville.	Closed.
954	I. & L.	Highway crossing.	Four different points.	Closed.
987	I. U. T. Line.	Railroad crossing.	Eaton.	Pending.
1002	T. H., I. & E.	Shelter sheds.	Entire line.	Pending.
1176	Winona Interurban.	Highway crossing.	Near Chili.	Closed.
1178	St. Joseph Valley Traction.	Condition of track.	Lagrange to Angola.	Closed.
1214	C., B. & C.	Highway crossing signs.	Entire line.	Closed.
1215	C., B. & C.	Whistling posts.	Entire line.	Closed.
1219	C., B. & C.	Ditching.	Pennville.	Closed.
1256	C., C. & L.	Drainage.	Entire line.	Corrected.
1268	C., C. & L.	Stations.	Converse.	Corrected.
1270	C., C. & L.	Highway crossing.	Jackson Road.	Pending.

REPORT OF INSPECTION DEPARTMENT FOR YEAR 1911—Continued.

I. R. No.	RAILROAD.	Subject.	Location.	Disposition.
1288	G. T. W.	Double closets.	Entire line.	Corrected.
1422	L. E. & W.	Obstructions to feet.	Laporte.	Corrected.
1524	G. T. W.	Lateral obstruction.	South Bend.	Corrected
1589•	C., C., C. & St. L.	Lateral clearance.	Terre Haute.	Corrected.
1647	P., C., C. & St. L.	Lateral obstruction.	Marion.	Corrected.
1665	C., T. H. & S. E.	Obstruction to feet.	Preston.	Corrected.
1666	C., T. H. & S. E.	Obstruction to feet.	Dewey.	Closed.
1683	L. E. & W.	Obstruction to feet.	Walkerton.	Closed.
1694	B. & O. S. W.	Elevation of street bridge.	North Vernon.	Pending.
1807	Vandalia and Indianapolis Belt.	Obstruction to feet.	Indianapolis.	Closed.
1868	C., B. & C.	Violation of safety appliance law.	Entire road.	Corrected.
1870	C., B. & C.	Violation of law.	Line of road.	Pending.
1874	P., C., C. & St. L.	Lateral obstruction.	Greenfield.	Pending.
1876	P., C., C. & St. L.	Lateral obstruction.	Greenfield.	Corrected.
1896	Ft. Wayne & Springfield.	Highway crossing signs.	Entire line.	Pending.
1938	C., C. & L.	Obstruction to feet.	At 6 different points.	Closed.
1951	C., C. & L.	Replacing box culverts.	Entire line.	Corrected.
1999	P., Ft. W. & C.	Planking across track.	Bourbon.	Corrected.
2028	Angola Ry.	Running cars without air.	On line.	Corrected.
2050	L. S. & M. S.	Crossing sign.	Porter.	Corrected.
2053	C. N. Y. Electric.	Banner on switch stands.	Entire line.	Corrected.
2057	C. N. Y. Electric.	Book of rules.	On line.	Corrected.

2075	B. & O.	Low wires	Milford Jct.	Corrected.
2094	C., C., C. & St. L.	Highway crossing	Gale Station.	Pending.
2115	B. & O.	Low wires	Leland.	Corrected.
2116	B. & O.	Low wires	Wawasee.	Pending.
2129	L. E. & W.	Obstruction to feet.	Montmorenci.	Closed.
2131	L. E. & W.	Obstruction to feet.	Otterbein.	Closed.
2132	L. E. & W.	Obstruction to feet.	Templeton.	Closed.
2133	L. E. & W.	Obstruction to feet.	Oxford.	Closed.
2146	C., I. & L.	Non-support of wires	Wallace Jct.	Corrected.
2147	C., I. & L.	Non-support of wires	Wallace Jct.	Corrected.
2158	C., C. & L.	Condition of track.	Peru.	Corrected.
2160	C., C. & L.	Ditches.	Entire line.	Corrected.
2168	C., C. & L.	Obstructions to feet.	La Crosse.	Corrected.
2169	C., C. & L.	Obstructions to feet.	North Judson.	Corrected.
2170	C., C. & L.	Obstructions to feet.	Kewanna.	Corrected.
2171	C., C. & L.	Obstructions to feet.	Hoovers.	Corrected.
2172	C., C. & L.	Obstructions to feet.	Muncie.	Corrected.
2175	C., C. & L.	Station.	Hammond.	Corrected.
2200	L. E. & W.	Dangerous crossing.	Mulberry.	Pending.
2202	Evansville Ry.	Non-support of wires.	Valley Ridge.	Corrected.
2203	Evansville Ry.	Non-support of wires.	Richland Jct.	Corrected.
2204	Evansville Ry.	Non-support of wires.	Hatfield.	Corrected.
2227	L. & N.	Low bridge.	Mt. Vernon.	Corrected.
2242	Evansville Ry.	Non-support of wires.	Oak Grove.	Corrected.
2243	E. & T. H.	Wooden bridges.	Entire line.	Corrected.
2250	C., I. & L.	Obstructions to feet.	Clay City.	Closed.
2264	Ft. W. & S.	Low wires.	Decatur.	Corrected.
2265	Ft. W. & S.	Low wires.	Decatur.	Corrected.
2272	C., I. & L.	Low wires.	Linden.	Pending.

REPORT OF INSPECTION DEPARTMENT FOR YEAR ENDING 1911—Continued.

I. R. No.	RAILROAD.	Subject.	Location.	Disposition.
2280	C., I. & L.....	Low wires.....	Bainbridge.....	Pending.
2285	C., I. & L.....	Low wires.....	Cloverdale.....	Pending.
2286	C., I. & L.....	Low wires.....	Ellettsville.....	Pending.
2287	C., I. & L.....)	Low wires.....	Ellettsville.....	Pending.
2288	C., I. & L.....	Low wires.....	Bloomington.....	Pending.
2289	C., I. & L.....	Low wires.....	Bloomington.....	Pending.
2290	C., I. & L.....	Low wires.....	Bloomington.....	Corrected.
2295	C., I. & L.....	Low wires.....	Pekin.....	Corrected.
2300	C., I. & L.....	Low wires.....	Near Lost River.....	Pending.
2307	C., I. & L.....	Low wires.....	Wallace Jct.....	Pending.
2310	I. & C.....	Low wires.....	Arlington.....	Corrected.
2311	I. & C.....	Low wires.....	Carrolton.....	Pending.
2313	I. & C.....	Low wires.....	New Palestine.....	Pending.
2314	I. & C.....	Low wires.....	New Palestine.....	Pending.
2315	I. & C.....	Low wires.....	New Palestine.....	Pending.
2317	I. & C.....	Low wires.....	Fountaintown.....	Pending.
2318	I. & C.....	Low wires.....	Julietta.....	Pending.
2320	I. & C.....	Low wires.....	Indianapolis.....	Pending.
2322	I. & C.....	Low wires.....	Indianapolis.....	Pending.
2345	B. & O. S. W.....	Low wires.....	Mitchell.....	Pending.
2351	C., I. & L.....	Tunnel.....	Owensburg.....	Closed.
2354	Winona Electric.....	Unsafe bridge.....	Goshen.....	Pending.

2355	E. & S. I.	Low wires	Maidlow	Pending.
2356	Indianapolis Union	Lateral obstruction	Indianapolis	Pending.
2357	Indianapolis Union	Low wires	Indianapolis	Corrected.
2358	Indianapolis Union	Low wires	Indianapolis	Pending.
2359	Indianapolis Union	Low wires	Indianapolis	Pending.
2367	I. C. & S.	Cars not properly heated	On line	Corrected.
2368	C., S. B. & N. I.	Hand brakes	On line	Corrected.
2374	C., C. & St. L.	Derails	Warsaw	Corrected.
2401	Illinois Central	Low wires	Poseyville	Corrected.
2407	Southern	Low wires	East of tunnel No. 1	Corrected.
2408	Southern	Low wires	Duncan	Corrected.
2409	Southern	Low wires	Birdseye	Corrected.
2410	Southern	Low wires	Hartwell Jct.	Corrected.
2411	Southern	Low wires	Velpen	Corrected.
2413	Southern	Low wires	Francisco	Pending.
2414	Southern	Low wires	Douglas	Corrected.
2415	Southern	Low wires	Douglas	Corrected.
2416	Southern	Low wires	Princeton	Corrected.
2418	Southern	Low wires	West Jct.	Pending.
2419	Southern	Low wires	Beck	Pending.
2421	Southern	Low wires	Rockport	Corrected.
2442	C. & E. I.	Low wires	Edwards	Corrected.
2444	C. & E. I.	Low wires	Atherton	Corrected.
2445	C. & E. I.	Low wires	Otter Creek Jct.	Pending.
2453	C. & E. I.	Low wires	Terre Haute	Corrected.
2468	C. & E. I.	Low wires	Finney	Pending.
2469	C. & E. I.	Low wires	Finney	Pending.
2470	C. & E. I.	Low wires	Finney	Pending.
2471	C. & E. I.	Low wires	Finney	Pending.

REPORT OF INSPECTION DEPARTMENT FOR YEAR 1911—Continued.

I. R. No.	RAILROAD.	Subject.	Location.	Disposition.
2472	C. & E. I.	Low wires.	Judyville.	Pending.
2473	C. & E. I.	Low wires.	Finney.	Pending.
2474	C. & E. I.	Low wires.	Judyville.	Pending.
2475	B. & O.	Low wires.	St. Joe.	Pending.
2476	B. & O.	Non-support of wires.	St. Joe.	Pending.
2477	B. & O.	Low wires.	St. Joe.	Pending.
2478	B. & O.	Low wires.	St. Joe.	Pending.
2479	B. & O.	Non-support of wires.	St. Joe.	Pending.
2480	B. & O.	Non-support of wires.	St. Joe.	Pending.
2481	B. & O.	Non-support of wires.	St. Joe.	Pending.
2482	B. & O.	Non-support of wires.	St. Joe.	Pending.
2488	B. & O.	Low wires.	Auburn.	Corrected.
2490	B. & O.	Long wire span.	Auburn.	Corrected.
2496	B. & O.	Long wire span.	Avilla.	Corrected.
2498	B. & O.	Long wire span.	Avilla.	Corrected.
2502	B. & O.	Non-support of wires.	Albion.	Corrected.
2503	B. & O.	Non-support of wires.	Albion.	Corrected.
2504	B. & O.	Non-support of wires.	Albion.	Corrected.
2505	B. & O.	Low wires.	Albion.	Corrected.
2507	B. & O.	Non-support of wires.	Albion.	Corrected.
2508	B. & O.	Long wire span.	Albion.	Corrected.
2509	B. & O.	Low wires.	Albion.	Corrected.

2510	B. & O.	Non-support of wires.	Albion.....	Corrected.
2511	B. & O.	Long wire span.....	Albion.....	Corrected.
2512	B. & O.	Long wire span.....	Kimmel.....	Corrected.
2513	B. & O.	Long wire span.....	Kimmel.....	Corrected.
2515	B. & O.	Long wire span.....	Kimmel.....	Corrected.
2516	B. & O.	Non-support of wires.....	Cromwell.....	Corrected.
2517	B. & O.	Non-support of wires.....	Cromwell.....	Corrected.
2518	B. & O.	Non-support of wires.....	Cromwell.....	Corrected.
2519	B. & O.	Low wires.....	Syracuse.....	Corrected.
2526	B. & O.	Low wires.....	Syracuse.....	Corrected.
2527	B. & O.	Low wires.....	Syracuse.....	Corrected.
2528	B. & O.	Non-support of wires.....	Syracuse.....	Corrected.
2529	B. & O.	Non-support of wires.....	Milford.....	Corrected.
2530	B. & O.	Non-support of wires.....	Pole 165-2.....	Corrected.
2533	B. & O.	Low wires.....	Pole 165-32.....	Corrected.
2534	B. & O.	Non-support of wires.....	Nappanee.....	Corrected.
2535	B. & O.	Non-support of wires.....	Nappanee.....	Corrected.
2536	B. & O.	Low wires.....	Nappanee.....	Corrected.
2537	B. & O.	Low wires.....	Pole 173-25.....	Corrected.
2538	B. & O.	Long wire span.....	Nappanee.....	Corrected.
2539	B. & O.	Long wire span.....	Nappanee.....	Pending.
2540	B. & O.	Non-support of wires.....	Pole 174-1.....	Corrected.
2541	B. & O.	Non-support of wires.....	Pole 174-15.....	Corrected.
2542	B. & O.	Non-support of wires.....	Pole 175-12.....	Corrected.
2543	B. & O.	Non-support of wires.....	Pole 175-19.....	Corrected.
2544	B. & O.	Non-support of wires.....	Pole 176-19.....	Corrected.
2545	B. & O.	Low wires.....	Bremen.....	Corrected.
2547	B. & O.	Low wires.....	Pole 181-16.....	Corrected.
2549	B. & O.	Long wire span.....	Pole 182-3.....	Corrected.

REPORT OF INSPECTION DEPARTMENT FOR YEAR 1911—Continued.

I. R. No.	RAILROAD.	Subject.	Location.	Disposition.
2550	B. & O.	Non-support of wires.	Pole 183-89.	Corrected.
2553	B. & O.	Non-support of wires.	Lapaz Jct.	Pending.
2562	B. & O.	Long wire span.	McCool.	Pending.
2568	B. & O.	Low wires.	Indiana Harbor.	Pending.
2574	G. T. W.	Long wire span.	Haskells.	Pending.
2577	G. T. W.	Non-support of wires.	Union Mills.	Corrected.
2589	G. T. W.	Non support of wires.	Mill Creek.	Pending.
2592	G. T. W.	Non-support of wires.	Mill Creek.	Corrected.
2593	G. T. W.	Non-support of wires.	Crumston.	Corrected.
2594	G. T. W.	Non-support of wires.	South Bend.	Corrected.
2595	G. T. W.	Non-support of wires.	Grangers.	Pending.
2596	G. T. W.	Non-support of wires.	Grangers.	Corrected.
2597	G. T. W.	Long wire span.	Crumston.	Corrected.
2598	G. T. W.	Non-support of wires.	Crumston.	Corrected.
2600	G. T. W.	Non-support of wires.	Griffith.	Pending.
2606	G. T. W.	Non-support of wires.	Lottaville.	Pending.
2607	G. T. W.	Non-support of wires.	Lottaville.	Pending.
2608	G. T. W.	Non-support of wires.	Lottaville.	Pending.
2635	G. T. W.	Non-support of wires.	South Bend.	Corrected.
2636	G. T. W.	Non-support of wires.	South Bend.	Corrected.
2637	G. T. W.	Non-support of wires.	South Bend.	Corrected.
2638	G. T. W.	Non-support of wires.	South Bend.	Corrected.

2639	G. T. W.	Non-support of wires.	South Bend.	Corrected.
2640	G. T. W.	Non-support of wires.	South Bend.	Corrected.
2641	G. T. W.	Non-support of wires.	South Bend.	Corrected.
2642	G. T. W.	Non-support of wires.	South Bend.	Corrected.
2643	G. T. W.	Non-support of wires.	South Bend.	Corrected.
2644	G. T. W.	Non-support of wires.	South Bend.	Corrected.
2645	G. T. W.	Non-support of wires.	South Bend.	Corrected.
2646	G. T. W.	Non-support of wires.	South Bend.	Corrected.
2647	G. T. W.	Non-support of wires.	South Bend.	Corrected.
2648	G. T. W.	Non-support of wires.	South Bend.	Corrected.
2649	G. T. W.	Non-support of wires.	South Bend.	Corrected.
2654	G. T. W.	Non-support of wires.	South Bend.	Pending.
2655	G. T. W.	Non-support of wires.	South Bend.	Pending.
2656	G. T. W.	Non-support of wires.	Maynard.	Pending.
2657	B. & O. S. W.	Low wires.	Jeffersonville.	Corrected.
2660	I. & C.	Dangerous crossing.	Shelbyville.	Pending.
2663	C., I. & L.	Low wires.	Bedford.	Corrected.
2664	C., I. & L.	Low wires.	Bedford.	Corrected.
2668	T. H., I. & E.	Highway crossing signs.	Richmond Division.	Corrected.
2669	L. E. & W.	Highway crossing.	Montpelier.	Corrected.
2675	C., C., C. & St. L.	Low wires.	Spades.	Corrected.
2678	C., C., C. & St. L.	Low wires.	Columbus.	Corrected.
2679	C., C., C. & St. L.	Low wires.	Columbus.	Corrected.
2680	C., C., C. & St. L.	Low wires.	Columbus.	Corrected.
2682	C., C., C. & St. L.	Low wires.	Rugby.	Pending.
2684	C., C., C. & St. L.	Low wires.	Hazelrigg.	Corrected.
2685	C., C., C. & St. L.	Low wires.	Thornstown.	Corrected.
2687	C., C., C. & St. L.	Long wire span.	Thornstown.	Corrected.
2688	C., C., C. & St. L.	Long wire span.	Stockwell.	Corrected.

REPORT OF INSPECTION DEPARTMENT FOR YEAR 1911—Continued.

I. R. No.	RAILROAD.	Subject.	Location.	Disposition.
2689	C., C., C. & St. L.	Long wire span.	Crane.	Corrected.
2694	C., C., C. & St. L.	Long wire span.	Weisburg.	Pending.
2700	C., C., C. & St. L.	Low wires.	Swanington.	Corrected.
2705	C., C., C. & St. L.	Long wire span.	Fowler.	Corrected.
2708	C., C., C. & St. L.	Non-support of wires.	Crane.	Corrected.
2713	C., C., C. & St. L.	Non-support of wires.	Earl Park.	Pending.
2714	C., C., C. & St. L.	Long wire span.	Earl Park.	Corrected.
2716	C., C., C. & St. L.	Long wire span.	Earl Park.	Pending.
2717	C., C., C. & St. L.	Long wire span.	Raub.	Corrected.
2718	C., C., C. & St. L.	Long wire span.	Raub.	Corrected.
2719	C., C., C. & St. L.	Long wire span.	Raub.	Corrected.
2720	C., C., C. & St. L.	Non-support of wires.	Sheldon.	Pending.
2723	C., C., C. & St. L.	Long wire span.	Templeton.	Corrected.
2724	C., C., C. & St. L.	Long wire span.	Templeton.	Corrected.
2725	C., C., C. & St. L.	Long wire span.	Raub.	Corrected.
2726	Indianapolis Union.	Station.	Indianapolis.	Pending.
2731	P., C., C. & St. L.	Highway crossing signs.	Logansport Division.	Corrected.
2741	N. Y. C. & St. L.	Low wire.	Ft. Wayne.	Corrected.
2742	N. Y. C. & St. L.	Low wire.	Peabody.	Pending.
2743	N. Y. C. & St. L.	Low wire.	South Whitley.	Pending.
2744	N. Y. C. & St. L.	Low wire.	Packertown.	Pending.
2745	N. Y. C. & St. L.	Low wire.	Claypool.	Pending.

2746	N. Y. C. & St. L.	Low wire.	Mentone.	Pending.
2754	P., Ft. W. & C.	Lateral obstruction.	Ft. Wayne.	Corrected.
2755	C., C., C. & St. L.	Non-support of wires.	Goshen.	Corrected.
2756	C., C., C. & St. L.	Non-support of wires.	Milford.	Pending.
2759	C., C., C. & St. L.	Non-support of wires.	North Manchester.	Corrected.
2760	C., C., C. & St. L.	Non-support of wires.	Markville.	Pending.
2761	C., C., C. & St. L.	Low wires.	Fortville.	Pending.
2762	C., C., C. & St. L.	Non-support of wires.	Fortville.	Pending.
2763	C., C., C. & St. L.	Non-support of wires.	Pendleton.	Pending.
2765	C., C., C. & St. L.	Non-support of wires.	Daleville.	Corrected.
2767	C., C., C. & St. L.	Non-support of wires.	Indianapolis.	Corrected.
2768	C., C., C. & St. L.	Non-support of wires.	Gale.	Pending.
2769	C., C., C. & St. L.	Non-support of wires.	Danville.	Pending.
2771	C., C., C. & St. L.	Non-support of wires.	Hadley.	Corrected.
2772	C., C., C. & St. L.	Non-support of wires.	Reno.	Corrected.
2773	C., C., C. & St. L.	Non-support of wires.	Reno.	Pending.
2774	C., C., C. & St. L.	Low wires.	Delmar.	Pending.
2775	C., C., C. & St. L.	Non-support of wires.	Delmar.	Corrected.
2776	C., C., C. & St. L.	Non-support of wires.	Greencastle.	Corrected.
2777	C., C., C. & St. L.	Non-support of wires.	Greencastle.	Pending.
2778	C., C., C. & St. L.	Non-support of wires.	Greencastle.	Pending.
2779	C., C., C. & St. L.	Long wire span.	Greencastle.	Pending.
2780	C., C., C. & St. L.	Non-support of wires.	Lena.	Pending.
2781	C., C., C. & St. L.	Non-support of wires.	Lena.	Pending.
2782	C., C., C. & St. L.	Non-support of wires.	Lena.	Pending.
2783	C., C., C. & St. L.	Non-support of wires.	Carbon.	Pending.
2785	C., C., C. & St. L.	Non-support of wires.	Perth Station.	Pending.
2786	C., C., C. & St. L.	Non-support of wires.	Perth Station.	Pending.
2787	C., C., C. & St. L.	Low wire.	Coal Bluff.	Pending.

REPORT OF INSPECTION DEPARTMENT FOR YEAR 1911—Continued.

I. R. No.	RAILROAD.	Subject.	Location.	Disposition.
2788	C., C., C. & St. L.	Non-support of wires.	Fontanet.	Pending.
2792	C., C., C. & St. L.	Non-support of wires.	Sanford.	Corrected.
2793	C., C., C. & St. L.	Non-support of wires.	Sanford.	Corrected.
2794	C., C., C. & St. L.	Non-support of wires.	Sanford.	Pending.
2796	C., C., C. & St. L.	Non-support of wires.	Raub.	Corrected.
2797	C., C., C. & St. L.	Non-support of wires.	Raub.	Corrected.
2801	C., C., C. & St. L.	Non-support of wires.	Raub.	Corrected.
2804	C., C., C. & St. L.	Non-support of wires.	Earl Park.	Corrected.
2806	C., C., C. & St. L.	Non-support of wires.	Earl Park.	Corrected.
2811	C., C., C. & St. L.	Low wires.	Atkinson.	Corrected.
2812	C., C., C. & St. L.	Non-support of wires.	Templeton.	Pending.
2814	C., C., C. & St. L.	Non-support of wires.	Templeton.	Pending.
2815	C., C., C. & St. L.	Non-support of wires.	Rex.	Pending.
2816	C., C., C. & St. L.	Non-support of wires.	Stockwell.	Corrected.
2817	C., C., C. & St. L.	Non-support of wires.	Rex Tower.	Corrected.
2820	C., C., C. & St. L.	Non-support of wires.	Crane.	Corrected.
2821	C., C., C. & St. L.	Non-support of wires.	Stockwell.	Corrected.
2822	C., C., C. & St. L.	Non-support of wires.	Clarks Hill.	Pending.
2824	C., C., C. & St. L.	Non-support of wires.	Thorntown.	Corrected.
2825	C., C., C. & St. L.	Non-support of wires.	Thorntown.	Corrected.
2827	C., C., C. & St. L.	Non-support of wires.	Lebanon.	Corrected.
2828	C., C., C. & St. L.	Non-support of wires.	Lebanon.	Corrected.

2834	C., C., C. & St. L.	Non-support of wires	LaFayette	Corrected.
2835	C., C., C. & St. L.	Low wires	Shelbyville	Corrected.
2837	C., C., C. & St. L.	Non-support of wires	Weisburg	Pending.
2838	C., C., C. & St. L.	Non-support of wires	Fairmount	Pending.
2839	C., C., C. & St. L.	Non-support of wires	Jonesboro	Corrected.
2843	C., I. & L.	Low wires	LaFayette	Corrected.
2845	C., I. & L.	Lateral obstruction	LaFayette	Corrected.
2846	C., I. & L.	Lateral obstruction	LaFayette	Corrected.
2848	C., I. & L.	Lateral obstruction	LaFayette	Pending.
2853	I., C. & W.	Semaphore blades	Five different sidings	Corrected.
2854	Ft. W. & S.	Highway crossing signs	Entire line	Corrected.
2863	T. H., I. & E.	Dangerous obstruction	Between Stop 16 and 17	Corrected.
2879	C., C., C. & St. L.	Condition of bridge	St. Paul	Corrected.
2882	I., N. C. & T.	Highway crossing	Newcastle	Corrected.
2884	C. & O. of Ind.	Closets	Hammond	Corrected.
2889	C., L. S. & S. B.	Condition of track	On line	Corrected.
2893	C., L. S. & S. B.	Violation of rules	Gary	Corrected.
2899	L. E. & W.	Derail	Newcastle	Corrected.
2902	Winona T. Co.	Condition of track	Mentone to Chili	Corrected.
2903	Winona T. Co.	Crossing signs and whistling posts	Entire line	Corrected.
2904	Winona T. Co.	Switch lights	Seven Points	Corrected.
2905	Winona T. Co.	Guard Rails at Bridges	Chili	Corrected.
2907	Winona T. Co.	Highway crossing signs	Entire line	Corrected.
2908	L. S. & M. S.	Highway crossing signs	Waterloo and Fort Wayne	Corrected.
2917	M. C. R. R.	Violation of law	Michigan City	Pending.
2927	G. T. W. Ry.	Crossing plank	Wellsboro	Corrected.
2939	E. & T. H.	Lateral obstructions	Terre Haute	Corrected.
2940	E. & T. H.	Lateral obstructions	Terre Haute	Corrected.
2941	Wabash	Obstructions to feet	Walcottville	Corrected.

REPORT OF INSPECTION DEPARTMENT FOR YEAR 1911—Continued.

I. R. No.	RAILROAD.	Subject.	Location.	Disposition.
2947	C., H. & D.	Obstructions to feet.	Indianapolis.	Corrected.
2948	C., I. & L.	Violation of rule.	Indianapolis.	Corrected.
2950	P., C., C. & St. L.	Bridge.	Jeffersonville.	Pending.
2963	C., B. & C.	Violation of law.	Huntington.	Corrected.
2964	C., B. & C.	Car equipment.	Huntington.	Corrected.
2966	C., B. & C.	Whistling posts.	Entire line.	Corrected.
2967	C., B. & C.	Highway crossing signs.	Entire line.	Corrected.
2968	C., B. & C.	Grab irons.	Huntington.	Corrected.
2975	L. E. & W.	Track conditions.	Muncie.	Corrected.
2986	C., I. & L.	Lateral obstructions.	Indianapolis.	Corrected.
2987	P., C., C. & St. L.	Lateral obstructions.	Indianapolis.	Corrected.
2989	P., C., C. & St. L.	Overhead and lateral obstructions.	Indianapolis.	Corrected.
2993	C. & E. I.	Non-support of wires.	Judyville.	Pending.
2994	C. & E. I.	Non-support of wires.	Judyville.	Pending.
2995	C. & E. I.	Non-support of wires.	Finney.	Pending.
2996	C. & E. I.	Non-support of wires.	Stuart.	Pending.
2997	C. & E. I.	Non-support of wires.	Stuart.	Pending.
2998	C. & E. I.	Non-support of wires.	Pence.	Pending.
3000	C. & E. I.	Highway crossing signs.	Goodland to Brazil.	Corrected.
3001	C. & E. I.	Highway crossing signs.	Pence to Judyville.	Corrected.
3004	T. & C.	Crossing movement.	Auburn Jct.	Corrected.
3005	G. T. W.	Non-support of wires.	Granger.	Pending.

3006	G. R. & I.	Highway crossing signs.	Entire line.	Corrected.
3007	L. S. & M. S.	Station and closet.	Lignonier.	Corrected.
3012	E. & T. H.	Condition of track.	Entire line.	Corrected.
3014	C., H. & D.	Obstruction to feet.	Connersville.	Corrected.
3016	C., H. & D.	Low bridge.	Connersville.	Corrected.
3017	C., H. & D.	Lateral obstructions.	Connersville.	Corrected.
3019	T. H., I. & E.	No brake on car.	Terre Haute.	Corrected.
3020	C., C., C. & St. L.	Dangerous structure.	Terre Haute.	Corrected.
3021	L. E. & W.	Low wires.	Connersville.	Corrected.
3022	L. E. & W.	Lateral obstructions.	Connersville.	Corrected.
3023	C., H. & D.	Low wires.	Connersville.	Corrected.
3024	C., H. & D.	Lateral obstructions.	Connersville.	Pending.
3025	C., H. & D.	Lateral obstructions.	Connersville.	Corrected.
3026	C., H. & D.	Low wires.	Connersville.	Corrected.
3028	I. U. T. Co.	Low wires.	Milledgeville Pike	Corrected.
3029	L. E. & W.	Low wires.	Indianapolis.	Corrected.
3030	L. E. & W.	Non-support of wires.	Fishers.	Pending.
3031	I. U. T. Co.	Non-support of wires.	Noblesville.	Corrected.
3032	L. E. & W.	Low wires.	Noblesville.	Corrected.
3033	L. E. & W.	Low wires.	Arcadia.	Corrected.
3133	L. S. & M. S.	Non-support of wires.	Angola.	Pending.
3142	L. S. & M. S.	Non-support of wires.	Fremont.	Pending.
3244	L. S. & M. S.	Long wire span.	Elkhart.	Pending.
3246	L. S. & M. S.	Non-support of wires.	Dunlap.	Pending.
3255	L. S. & M. S.	Non-support of wires.	Goshen.	Pending.
3260	L. S. & M. S.	Non-support of wires.	Wanaka.	Pending.
3265	L. S. & M. S.	Non-support of wires.	Elkhart.	Pending.
3304	Vandalia.	Lateral clearances.	Martinsville.	Pending.
3312	C. & E.	Dangerous highway crossing.	Rochester.	Pending.

REPORT OF INSPECTION DEPARTMENT FOR YEAR 1911—Continued.

I. R. No.	RAILROAD.	Subject.	Location.	Disposition.
3334	I. U. T.	Discourteous treatment.	Muncie.	Corrected.
3335	M. & P.	Highway crossing signs.	Entire line.	Corrected.
3337	L. E. & W.	Stopping trains on R. R. crossings.	Bunker Hill.	Corrected.
3340	C., H. & D.	Closets.	Arlington.	Corrected.
3341	L. & S. I.	Crowded condition of cars.	Jeffersonville.	Corrected.
3344	C., I. & L.	Crossing bells.	Carmel.	Corrected.
3347	C., I. & L.	Obstructions to feet.	LaFayette.	Corrected.
3348	B. & O. S. W.	Semaphore signals.	Seymour.	Corrected.
3349	C., C., C. & St. L.	Bridge alarms.	Indianapolis.	Corrected.
3350	E. & T. H.	Violation of rule.	Princeton.	Corrected.
3352	Southern.	Leaking tank.	Princeton.	Corrected.
3353	T. H., J. & E.	Excessive speed.	Martinsville Div.	Corrected.
3354	C., C., C. & St. L.	Filthy condition of car.	Martinsville.	Corrected.
3355	Southern.	Train bulletin board.	Huntingburg.	Corrected.
3356	Sou. Ind.	Train bulletin board.	Terre Haute.	Corrected.
3357	C., C., C. & St. L.	Derails.	Shirley.	Pending.
3359	Southern.	Lateral obstruction.	Huntingburg.	Corrected.
3360	Sou. Ind.	Violation of Rule No. 26.	Terre Haute.	Corrected.
3361	P., C., C. & St. L.	Train bulletin board.	New Castle.	Corrected.
3362	L. E. & W.	Train bulletin board.	New Castle.	Corrected.
3363	L. E. & W.	Discourteous language.	New Castle.	Corrected.
3364	C. & O.	Obstruction on right of way.	Peru.	Corrected.

3365	C. & E.	Violation of rule 26.	Huntington.	Corrected.
3366	Wabash.	Insufficient clearance.	Peru.	Corrected.
3367	C. & O.	Condition of engine 250 and switches unlocked.	Peru.	Corrected.
3368	C., L. S. & S. B.	Conductors handling express.	Entire line.	Corrected.
3369	L. S. & M. S.	Overhead obstructions.	Goshen.	Corrected.
3370	I. U. T. Co.	Heating of cars.	Logansport Div.	Corrected.
3371	C. & E.	Highway crossing signs.	Entire line.	Pending.
3372	P., C., C. & St. L.	Leaking tank.	Richmond.	Corrected.
3373	C., C., C. & St. L.	Engine leaking.	Crawfordsville.	Corrected.
3374	I., C. & S.	Excessive speed of cars.	Shelby St., Indianapolis.	Corrected.
3375	Ft. W. & N. I.	Lighting cars during power failure.	On line.	Closed.
3376	C., C., C. & St. L.	Electric light wires.	Carthage.	Corrected.
3377	T. & C.	Highway crossing signs.	Line.	Corrected.
3378	St. J. V.	Highway crossing signs.	On line.	Corrected.
3379	L. & N. and E. & T. H.	Train bulletin boards.	Evansville.	Corrected.
3380	E. & T. H.	Condition of coaches.	Brazil.	Corrected.
3381	C., I. & L and Vandalia.	Train service.	Gosport Jct.	Corrected.
3382	T. & C.	Conductors assisting passengers.	Garrett.	Corrected.
3383	St. J. V.	Closets on cars.	Line of road.	Closed.
3384	C., I. & L.	Engine 83.	Crawfordsville.	Corrected.
3385	C., H. & D.	Engine 65.	Indianapolis.	Corrected.
3386	L. & N.	Train bulletin board.	Evansville.	Corrected.
3387	T. H., I. & E.	Light on car 47.	Indianapolis.	Corrected.
3388	C. & O.	Lateral clearance.	Fowlerton.	Corrected.
3389	C., I. & L.	Violation of Rule 26.	Indianapolis.	Corrected.
3390	C., C., C. & St. L.	Running engine backwards.	Lyon to Durbin.	Closed.
3391	P. Co.	Car Inspectors working overtime.	Indianapolis.	Corrected.
3392	C. & O.	Obstruction to feet.	Richmond.	Closed.

REPORT OF INSPECTION DEPARTMENT FOR YEAR 1911—Continued.

I. R. No.	RAILROAD.	Subject.	Location.	Disposition.
3393	C. & O.	Obstruction to feet.	Richmond.	Corrected.
3394	C. & O.	Heavy power and weak trestles.	Line of road.	Closed.
3395	Inds. Union Ry. Co.	Union Station.	Indianapolis.	Pending.
3396	C., I. & L.	Carelessness of car inspector.	LaFayette.	Corrected.
3397	C. & O.	Automatic bell ringer.	Richmond.	Corrected.
3398	C. & O.	Switches unlocked.	Richmond.	Corrected.
3399	Wabash.	Switches unlocked.	LaFayette.	Corrected.
3400	C., H. & D.	Condition of yard engine 400.	Indianapolis.	Closed.
3401	C., C., C. & St. L.	Condition of engine 7294.	Indianapolis.	Closed.
3402	Wabash.	Derail.	Lafayette.	Corrected.
3403	C., C., C. & St. L.	Location of home signal and train order signal.	Colfax.	Closed.
3404	Wabash.	Train bulletin board.	West Lebanon.	Closed.
3405	L. E. & W.	Low draw bar.	Tipton.	Corrected.
3406	L. E. & W.	Switches unlocked.	Tipton.	Closed.
3407	I. U. T. Co.	Low switch stands; no banners.	Tipton.	Corrected.
3408	I. C. & S.	Defective hand brakes.	On line.	Corrected.
3409	Erie.	Non-support of wires.	Huntington.	Closed.
3410	I. U. T. Co.	Brake in bad condition.	Peru.	Corrected.
3411	C. & E.	Piston packing engine 792.	Huntington.	Corrected.
3412	I. C. & S.	Passengers in motormans' compartment.	Franklin.	Corrected.

3413	I. U. T. Co.	Motorman handling baggage.	Broad Ripple.	Corrected.
3414	C., I. & L.	Cars standing close to street.	Twenty-fifth St., Indpls.	Corrected.
3415	C., L., S. & S. B.	Defective time-table.	Entire line.	Corrected.
3416	C., C., C. & St. L.	Leaky stay-bolts engine 5406.	Brightwood.	Corrected.
3417	C., C., C. & St. L.	Dangerous footway.	Brightwood.	Corrected.
3418	C., H. & D.	Jacks in bad condition.	Moorefield.	Corrected.
3419	Vandalia.	Location of home and train order signals.	Colfax.	Pending.
3420	C., I. & L.	Interchange track for passenger cars.	Gosport Jct.	Corrected.
3421	L. S. & M. S.	Track clearance.	Elkhart.	Closed.
3422	Wabash.	Bulletin board.	Peru.	Closed.
3423	T. H., I. & E.	Keeping stations open for passengers	Claypool.	Corrected.
3424	I. U. T. Co.	Moving train back without flagman.	Fairfield.	Corrected.
3425	C., H. & D.	Yard engine leaking steam.	Moorefield.	Corrected.
3426	C., H. & D.	Cylinder packing engine 402 leaking.	Moorefield.	Corrected.
3427	I. U. T. Co.	Toilet room door car 235 without lock.	On line.	Corrected.
3428	I. U. T. Co.	Stopping at railroad crossings.	Army Post.	Closed.
3429	S. I.	Unsanitary closets.	Linton.	Corrected.
3430	C., I. & L.	Penalty defect.	Linton.	Corrected.
3431	S. I.	Dangerous footway.	Terre Haute.	Corrected.
3432	C. & O.	Dangerous condition of east switch.	Bedford.	Corrected.
3433	C. & O.	Cinder pit facilities.	Muncie.	Closed.
3434	I. S.	Location of train order board.	Linton.	Corrected.
3435	P. & E.	Footboard engine 6572.	Moorefield.	Corrected.
3436	I. S. and S. I.	Signal protection at railroad crossings.	Linton.	Corrected.
3437	C., S. B. & N. I.	Bad hand brake car 219.	On line.	Pending.
3438	B. & O. and Vandalia.	Defective clearance.	Vincennes.	Corrected.

REPORT OF INSPECTION DEPARTMENT FOR YEAR 1911—Continued.

I. R. No.	RAILROAD.	Subject.	Location.	Disposition.
3439	E. & T. H.	Planking in Scott Street.....	Vincennes.....	Corrected.
3440	E. Rys.	Condition of switch light.....	On line.....	Corrected.
3441	E. Rys.	Speed of cars over spring switches...	On line.....	Corrected.
3442	E. & T. H.	Clearance at Hercules Buggy Co....	Evansville.....	Corrected.
3443	E. & T. H.	Clearance Peacock C. & M. Co.....	Evansville.....	Corrected.
3444	I. S.	Bulletin board.....	Linton.....	Pending.
3445	C., I. & L.	Condition of track into Furnace & Bank Co.....	Indianapolis.....	Corrected.
3446	L. E. & W.	Condition of track L. & V. Co.....	Indianapolis.....	Corrected.
3447	I. U. T. Co.	Bad condition of walks.....	Lawrence & McCordsville..	Corrected.
3448	E. & M. V.	General condition of road.....	Line.....	Corrected.
3449	I., N. C. & T.	Dangerous condition of crossing....	Maxwell.....	Pending.
3450	Wabash.	Inspection of engine.....	Peru.....	Corrected.
3451	C., I. & L.	Condition of engine 92.....	French Lick.....	Corrected.
3453	C., C., C. & St. L.	Switch unlocked.....	Crawfordsville.....	Corrected.
3454	C., I. & L.	Bridge alarms.....	Crawfordsville.....	Corrected.
3455	C., I. & L.	Overhead clearances.....	Crawfordsville.....	Corrected.
3456	T. H., I. & E.	Condition of track.....	Lebanon Div.....	Corrected.
3457	C., I. & L.	Handling of target.....	Indianapolis.....	Closed.
3458	Vandalia.	Backing up of engine.....	Indianapolis and Martinsville.....	Transferred.
3459	Ft. W. & S.	Violation of rules.....	On line.....	Pending.

3460	C., H. & D.	Clearance tracks 1 and 2.	Indianapolis.	Corrected.
3461	I. U. T. Co.	Toilet.	Anderson.	Corrected.
3462	C., C., C. & St. L.	Clearance of freight house.	Anderson.	Transferred.
3463	C., I. & L.	Toilet room.	Hammond.	Corrected.
3464	Vandalia.	Obstruction to feet.	Crawfordsville.	Corrected.
3465	C., C., C. & St. L.	Obstruction to feet.	Crawfordsville.	Corrected.
3466	Wabash.	Dirty waiting room.	Peru.	Corrected.
3467	Wabash.	Violation of Rule 26.	Peru.	Corrected.
3468	I., N. C. & T.	Condition of track.	Line of road.	Corrected.
3469	Ft. W. & N. I.	Condition of track.	Ft. Wayne to Bluffton.	Pending.
3470	I. & C.	Condition of track.	Shelbyville and Fairland.	Corrected.
3471	C., H. & D.	Derail.	Connersville.	Pending.
3472	C., H. & D.	Switch unlocked.	Connersville.	Corrected.
3473	T. & C.	Bridge.	Huntertown.	Pending.
3474	T. & C.	Obstruction at curve.	Huntertown.	Pending.
3475	T. & C.	Bad curve.	Endsleys.	Pending.
3476	T. & C.	View obstructed at curve.	Endsleys.	Pending.
3477	T. & C.	Track.	Vandalia crossing.	Corrected.
3478	T. & C.	Condition of track.	Garrett and Kendallville.	Corrected.
3479	T. & C.	Bridge.	Kendallville.	Corrected.
3480	T. & C.	Train dispatchers.	Vandalia crossings.	Closed.
3481	T. & C.	Motormen handling baggage.	On line.	Corrected.
3482	C., I. & L.	Condition of engine 27.	Crawfordsville.	Corrected.
3483	C. & E.	Violation of full crew law.	Huntington.	Closed.
3484	L. E. & W.	Inspector's flag disregarded.	22nd St., Indianapolis.	Corrected.
3485	C., C., C. & St. L.	Obstruction to feet.	Indianapolis.	Corrected.
3486	C., C., C. & St. L.	Obstruction to feet.	Indianapolis.	Corrected.
3487	T., St. L. & W.	Obstruction to feet.	Malott.	Corrected.
3488	T. H., I. & E.	Unsanitary condition of car 54.	LaFayette.	Corrected.

REPORT OF INSPECTION DEPARTMENT FOR YEAR 1911—Continued.

I. R. No.	RAILROAD.	Subject.	Location.	Disposition.
3439	E. & T. H.	Planking in Scott Street.	Vincennes.	Corrected.
3440	E. Rys.	Condition of switch light.	On line.	Corrected.
3441	E. Rys.	Speed of cars over spring switches.	On line.	Corrected.
3442	E. & T. H.	Clearance at Hercules Buggy Co.	Evansville.	Corrected.
3443	E. & T. H.	Clearance Peacock C. & M. Co.	Evansville.	Corrected.
3444	I. S.	Bulletin board.	Linton.	Pending.
3445	C., I. & L.	Condition of track into Furnace & Bank Co.	Indianapolis.	Corrected.
3446	L. E. & W.	Condition of track L. & V. Co.	Indianapolis.	Corrected.
3447	I. U. T. Co.	Bad condition of walks.	Lawrence & McCordsville.	Corrected.
3448	E. & M. V.	General condition of road.	Line.	Corrected.
3449	I., N. C. & T.	Dangerous condition of crossing.	Maxwell.	Pending.
3450	Wabash.	Inspection of engine.	Peru.	Corrected.
3451	C., I. & L.	Condition of engine 92.	French Lick.	Corrected.
3453	C., C., C. & St. L.	Switch unlocked.	Crawfordsville.	Corrected.
3454	C., I. & L.	Bridge alarms.	Crawfordsville.	Corrected.
3455	C., I. & L.	Overhead clearances.	Crawfordsville.	Corrected.
3456	T. H., I. & E.	Condition of track.	Lebanon Div.	Corrected.
3457	C., I. & L.	Handling of target.	Indianapolis.	Closed.
3458	Vandalia.	Backing up of engine.	Indianapolis and Martinsville.	Transferred.
3459	Ft. W. & S.	Violation of rules.	On line.	Pending.

3460	C., H. & D.	Clearance tracks 1 and 2.	Indianapolis.	Corrected.
3461	I. U. T. Co.	Toilet.	Anderson.	Corrected.
3462	C., C., C. & St. L.	Clearance of freight house.	Anderson.	Transferred.
3463	C., I. & L.	Toilet room.	Hammond.	Corrected.
3464	Vandalia.	Obstruction to feet.	Crawfordsville.	Corrected.
3465	C., C., C. & St. L.	Obstruction to feet.	Crawfordsville.	Corrected.
3466	Wabash.	Dirty waiting room.	Peru.	Corrected.
3467	Wabash.	Violation of Rule 26.	Peru.	Corrected.
3468	I., N. C. & T.	Condition of track.	Line of road.	Corrected.
3469	Ft. W. & N. I.	Condition of track.	Ft. Wayne to Bluffton.	Pending.
3470	I. & C.	Condition of track.	Shelbyville and Fairland.	Corrected.
3471	C., H. & D.	Derail.	Connersville.	Pending.
3472	C., H. & D.	Switch unlocked.	Connersville.	Corrected.
3473	T. & C.	Bridge.	Huntertown.	Pending.
3474	T. & C.	Obstruction at curve.	Huntertown.	Pending.
3475	T. & C.	Bad curve.	Endsleys.	Pending.
3476	T. & C.	View obstructed at curve.	Endsleys.	Pending.
3477	T. & C.	Track.	Vandalia crossing.	Corrected.
3478	T. & C.	Condition of track.	Garrett and Kendallville.	Corrected.
3479	T. & C.	Bridge.	Kendallville.	Corrected.
3480	T. & C.	Train dispatchers.	Vandalia crossings.	Closed.
3481	T. & C.	Motormen handling baggage.	On line.	Corrected.
3482	C., I. & L.	Condition of engine 27.	Crawfordsville.	Corrected.
3483	C. & E.	Violation of full crew law.	Huntington.	Closed.
3484	L. E. & W.	Inspector's flag disregarded.	22nd St., Indianapolis.	Corrected.
3485	C., C., C. & St. L.	Obstruction to feet.	Indianapolis.	Corrected.
3486	C., C., C. & St. L.	Obstruction to feet.	Indianapolis.	Corrected.
3487	T., St. L. & W.	Obstruction to feet.	Malott.	Corrected.
3488	T. H., I. & E.	Unsanitary condition of car 54.	LaFayette.	Corrected.

REPORT OF INSPECTION DEPARTMENT FOR YEAR 1911—Continued.

I. R. No.	RAILROAD.	Subject.	Location.	Disposition.
3489	C., C., C. & St. L.	Overhead obstruction	Indianapolis	Corrected.
3490	P., C., C. & St. L.	Lateral clearance	Indianapolis	Pending.
3491	C., S., B. & N. I.	Condition of car 217	Peru	Corrected.
3492	C., S., B. & N. I.	Displaying signals without consulting dispatcher	Mishawaka	Corrected.
3493	I. U. T. Co.	Location of switch	Noblesville	Closed.
3494	Beech Grove T. Co.	Operation	Entire line	Closed.
3495	Vandalia	Treatment of passengers by agent	Flora	Corrected.
3496	T. H., I. & E.	Car 27 operated without markers	Indianapolis	Corrected.
3497	C. & N. Y. E. Co.	Separate compartment for motormen	Line of road	Closed.
3498	T. H., I. & E.	Location of jack boxes	On line	Corrected.
3499	C., H. & D.	Condition of engine 37	Indianapolis	Corrected.
3500	C., H. & D.	Switches unlocked	Indianapolis	Corrected.
3501	C., C., C. & St. L.	No locks on switches	Indianapolis	Closed.
3502	C., I. & L.	Repair track switches not locked	So. Hammond	Corrected.
3503	I. C.	Flagman with less than one year's experience	Evansville division	Closed.
3504	Belt R. R.	Clearance	Indianapolis	Corrected.
3505	P., C., C. & St. L.	Repair track switches not locked	Jeffersonville	Corrected.
3506	C. & O.	Switch unlocked	Peru	Corrected.
3507	C., I. & L.	Overhead obstructions	New Albany	Pending.
3508	C., T. H. & S. E.	Switches unlocked	Bedford	Corrected.

3509	C., I. & L.	Switches unlocked.	Bedford.	Corrected.
3510	I. U. T. Co.	Violation of rules.	Indianapolis and Ft. Harrison.	Closed.
3511	P., C., C. & St. L.	Obstruction to feet.	Richmond.	Closed.
3512	C., C., C. & St. L.	Freight train blocking highway.	Templeton.	Corrected.
3513	B. G. T. Co.	Headlights.	On line.	Corrected.
3514	M., B. & E.	Night markers on cars.	On line.	Corrected.
3515	C., C., C. & St. L.	Night watchman running engine.	Lawrenceburg.	Corrected.
3516	M., B. & E.	Sand boxes on cars.	On line.	Corrected.
3517	C., C., C. & St. L.	Sunday connections from through trains.	Lawrenceburg.	Corrected.
3518	K., M. & W.	Train order board.	Swayzee.	Closed.
3519	E. & S. I.	Condition of track.	Princeton to Patoka.	Pending.
3520	C., I. & L.	Condition of car 300.	On line.	Corrected.
3521	C., I. & L.	Violation of Rule 26.	Bedford.	Corrected.
3522	L. E. & W.	Obstruction to feet.	Portland.	Corrected.
3523	T. H., I. & E.	Obstruction of view at curve.	Numa.	Corrected.
3524	Vandalia.	Repair track switch unlocked.	Terre Haute.	Corrected.
3525	C., S. B. & N. I.	Motorman handling mail and baggage.	On lines.	Closed.
3526	B. & O.	Non-clearance for trainmen.	Richmond.	Corrected.
3527	C. & O.	Manner of coaling engines.	Richmond.	Corrected.
3528	C., I. & L.	Track centers too close.	LaFayette.	Pending.
3529	C., I. & S.	Overhead obstructions.	South Bend.	Corrected.
3530	C., B. & C.	Condition of passenger equipment.	On line.	Corrected.
3531	C. & O.	Bridges.	Richmond.	Pending.
3532	C. & O.	Bridge 124.	Richmond.	Pending.
3533	T. & C.	Motorman handling mail.	On line.	Corrected.
3534	C. & O.	Overhead obstructions.	Richmond.	Pending.

REPORT OF INSPECTION DEPARTMENT FOR YEAR 1911—Continued.

I. R. No.	RAILROAD.	Subject.	Location.	Disposition.
3535	C., S. B. & N. I.	Low wires.	South Bend.	Corrected.
3536	C., L. S. & S. B.	Low wires	South Bend.	Corrected.
3537	I. U. T. Co.	Sounding highway whistle.	On line.	Corrected.
3538	F., T. & S.	Dispatchers.	Decatur.	Pending.
3539	F., T. & S.	Ties in track.	Line of road.	Corrected.
3540	Ft. W. & N. I.	Interurban cars on city track.	Ft. Wayne.	Corrected.
3541	Various (electric).	Bulletin boards for interurbans.	State.	Closed.
3542	P., C., C. & St. L.	Erection of cable.	Center.	Closed.
3543	E. & S. I.	Cars without markers.	Princeton.	Corrected.
3544	C., C., C. & St. L.	Full crew switching law.	Lawrenceburg and Aurora.	Closed.
3545	I. U. T. Co.	Passengers in motorman's compartment.	Indianapolis.	Closed.
3546	E. & S. I.	Telephone connections along the line.	On line.	Corrected.
3547	Southern.	Tunnel, No. 1.	New Albany.	Closed.
3548	C., I. & L.	Obstruction to feet.	Indianapolis.	Corrected.
3549	I. C.	Repair track switches unlocked.	Indianapolis.	Corrected.
3550	C., C., C. & St. L.	Violation of Rule 26.	Indianapolis.	Corrected.
3551	C., I. & L.	Footboard on tank of engines.	Indianapolis.	Corrected.
3552	L. E. & W.	Obstruction to feet.	Indianapolis.	Corrected.
3553	I. S.	Violation of switching full crew laws.	Indianapolis.	Corrected.
3554	C., N. Y. Elec.	Violation of the 16 hour law.	LaPorte.	Corrected.

3555	C., H. & D.	Obstruction to feet.	Indianapolis.	Corrected.
3556	C., H. & D.	Obstruction to feet.	Indianapolis.	Corrected.
3557	C., H. & D.	Repair track switches unlocked.	Indianapolis.	Corrected.
3558	C., C., C. & St. L.	Bridge warning dangles.	Indianapolis.	Corrected.
3559	C., C., C. & St. L.	Non-clearance of platform.	Indianapolis.	Corrected.
3560	C., C., C. & St. L.	Trees obstructing view.	Indianapolis.	Corrected.
3561	C., H. & D.	Overhead obstruction.	Indianapolis.	Pending.
3562	C., C., C. & St. L.	Obstructions to feet.	Indianapolis.	Corrected.
3563	I. U. T. Co.	Overhead wires.	Indianapolis.	Corrected.
3564	I. U. T. Co.	Low wires.	Indianapolis.	Corrected.
3565	I. U. T. Co.	Low wires.	Indianapolis.	Corrected.
3566	I. U. T. Co.	Low wires.	Indianapolis.	Corrected.
3567	I. U. Ry.	Low wires.	Indianapolis.	Corrected.
3568	C., C., C. & St. L.	Obstructions to feet.	Indianapolis.	Corrected.
3569	Vandalia.	Obstructions to feet.	Indianapolis.	Corrected.
3570	Vandalia.	Obstructions to feet.	Indianapolis.	Corrected.
3571	C., C., C. & St. L.	Obstructions to feet.	Indianapolis.	Corrected.
3572	I. U. T. Co.	Unnecessary delay to car 503.	Carmel.	Closed.
3573	C., C., C. & St. L.	Low wires.	Indianapolis.	Corrected.
3574	C., C., C. & St. L.	Obstructions to feet.	Indianapolis.	Corrected.
3575	C., C., C. & St. L.	Low wires.	Indianapolis.	Corrected.
3576	C., C., C. & St. L.	Non-clearance.	Indianapolis.	Corrected.
3577	C., C., C. & St. L.	Obstructing the street.	Indianapolis.	Pending.
3578	C., C., C. & St. L.	Non-clearance.	Indianapolis.	Corrected.
3579	C., C., C. & St. L.	Obstructions to feet.	Indianapolis.	Corrected.
3580	Vandalia.	Overhead obstructions.	Indianapolis.	Closed.
3581	C., C., C. & St. L.	Obstructions to feet.	Indianapolis.	Corrected.
3582	Vandalia.	Obstructions to feet.	Indianapolis.	Pending.
3583	Big Four.	Dangerous footing for trainmen.	Indianapolis.	Closed.

REPORT OF INSPECTION DEPARTMENT FOR YEAR 1911—Continued.

I. R. No.	RAILROAD.	Subject.	Location.	Disposition.
3584	K., M. & W.	Examination on book of rules.	Kokomo.	Closed.
3585	L. E. & W.	Shelter sheds.	Noblesville.	Closed.
3586	L. E. & W.	Non-support of wires.	Dundee.	Corrected.
3587	L. E. & W.	Bad pole.	Dundee.	Pending.
3588	I. U.	Obstruction to feet.	Indianapolis.	Corrected.
3589	C. I. L.	Station.	Cloverdale.	Corrected.
3590	C., C., C. & St. L.	Low wires.	Indianapolis.	Corrected.
3591	P. Co.	Lateral obstructions.	Anderson.	Pending.
3592	C., C., C. & St. L.	Overhead obstructions.	Anderson.	Corrected.
3593	P. Co.	Electric light wires.	Anderson.	Pending.
3594	C., C., C. & St. L.	Obstruction to feet.	Anderson.	Corrected.
3595	P. Co.	Obstruction to feet.	Anderson.	Closed.
3596	C., C., C. & St. L.	Overhead obstruction.	Anderson.	Corrected.
3597	C., C., C. & St. L.	Obstruction to feet.	Anderson.	Corrected.
3598	L. E. & W.	Switches unlocked.	Kokomo.	Corrected.
3599	L. E. & W.	Obstruction to feet.	Kokomo.	Corrected.
3600	L. E. & W.	Obstruction to feet.	Kokomo.	Corrected.
3601	P. Co.	Obstruction to feet.	Indianapolis.	Corrected.
3602	Kokomo Belt.	Dangerous footway.	Kokomo.	Corrected.
3603	C. & E. I. and Vandalia.	Obstruction to feet.	Terre Haute.	Corrected.
3604	Vandalia, C., C. & St. L., C. & E. I.	Obstruction to feet.	Terre Haute.	Pending.
3605	C. & E. I.	Non-clearance of platform.	Brazil.	Pending.

3606	Vandalia.....	Overhead obstruction.....	Brazil.....	Pending.
3607	P., C., C. & St. L.....	Coal wharf.....	Anderson.....	Corrected.
3608	P., C., C. & St. L.....	Repair track switches unlocked.....	Anderson.....	Corrected.
3609	P., C., C. & St. L.....	Obstruction to feet.....	Anderson.....	Corrected.
3610	L. E. & W.....	Overhead and lateral obstructions..	Noblesville.....	Corrected.
3611	P. Co.....	Obstruction to feet.....	Indianapolis.....	Corrected.
3612	P., C., C. & St. L.....	Obstruction to feet.....	Indianapolis.....	Pending.
3613	C., C., C. & St. L.....	Obstruction to feet.....	Terre Haute.....	Corrected.
3614	E. & T. H.....	Overhead obstructions.....	Terre Haute.....	Pending.
3615	C., C., C. & St. L.....	Overhead obstructions.....	Terre Haute.....	Pending.
3616	C., C., C. & St. L.....	Obstructions to feet.....	Terre Haute.....	Corrected.
3617	P. Co.....	Overhead obstructions.....	Indianapolis.....	Corrected.
3618	P. Co.....	Train bulletin board.....	Anderson.....	Corrected.
3619	L. E. & W.....	Train bulletin board.....	Kokomo.....	Corrected.
3620	C., C., C. & St. L.....	Obstruction to feet.....	Lebanon.....	Corrected.
3621	Erie.....	Crossing frog.....	Huntington.....	Corrected.
3622	P. M.....	Condition of track.....	LaPorte and LaCrosse.....	Pending.
3623	N. J., I. & I.....	Backing of engine.....	South Bend to Pine.....	Corrected.
3624	P., C., C. & St. L.....	Obstructions to feet.....	Kokomo.....	Corrected.
3625	P., C., C. & St. L.....	Obstruction to feet.....	Indianapolis.....	Corrected.
3626	P. Co.....	Obstruction to feet.....	Indianapolis.....	Corrected.
3627	C., H. & D.....	Lateral obstruction.....	Connersville.....	Pending.
3629	C., C., C. & St. L.....	Train bulletin board.....	Connersville.....	Corrected.
3630	D. & U.....	Non-clearance coal sheds.....	Union city.....	Pending.
3631	A., S. & W. Co.....	Warning ticklers.....	Anderson.....	Corrected.
3632	C., C., C. & St. L.....	Obstruction to feet.....	Greensburg.....	Corrected.
3633	C., C., C. & St. L.....	Obstruction to feet.....	Shelbyville.....	Pending.
3634	D. & U.....	Obstruction to feet.....	Union City.....	Pending.
3635	I. U. T. Co.....	No drinking water on car.....	Indianapolis.....	Corrected.

REPORT OF INSPECTION DEPARTMENT FOR YEAR 1911—Continued.

I. R. No.	RAILROAD.	Subject.	Location.	Disposition.
3637	C., C., C. & St. L.	Obstruction to feet.	Indianapolis.	Corrected.
3639	C., C., C. & St. L.	Bridge danglers.	Connersville.	Corrected.
3640	C., C., C. & St. L.	Obstruction to feet.	Greensburg.	Corrected.
3641	I. U. T. Co.	Passengers in motorman's vestibule.	Indianapolis.	Corrected.
3642	C. N. Y. Elect.	Violation of Human Endurance Law.	On line.	Corrected.
3643	C. N. Y. Elect.	Standard book of rules.	On line.	Corrected.
3644	C., C., C. & St. L.	Obstruction to feet.	Shelbyville.	Corrected.
3645	C. N. Y. Elect.	Hand brakes.	On line.	Corrected.
3646	C. N. Y. Elect.	Switch stands, O.	On line.	Corrected.
3647	I. U. Ry.	Overhead and lateral obstruction.	Indianapolis.	Corrected.
3648	C., C., C. & St. L.	Obstructions to feet.	Connersville.	Corrected.
3649	C., C., C. & St. L.	Obstruction to feet.	Greensburg.	Corrected.
3650	C., C., C. & St. L.	Obstruction to feet.	Greensburg.	Corrected.
3651	P. & E.	Eng. 7277, 7278 p.	Indianapolis.	Corrected.
3652	I. U. T.	Operation of car 261.	Wabash to Anderson.	Corrected.
3653	L. E. & W.	Obstruction to feet.	Indianapolis.	Corrected.
3654	I. U. Ry.	Obstruction to feet.	Indianapolis.	Corrected.
3655	L. E. & W.	Obstruction to feet.	Indianapolis.	Corrected.
3656	I., C. & W.	Passengers in motorman's vestibule.	Indianapolis.	Corrected.
3657	I., C. & W.	Passengers in motorman's vestibule.	Indianapolis.	Closed.
3658	I., C. & W.	Misconduct of conductor.	Indianapolis.	Corrected.
3659	L. E. & W.	Obstruction to feet.	Indianapolis.	Corrected.

3660	I. U. T.	Motorman handling mail.	Muncie to Indianapolis.	Corrected.
3661	T. H., I. & E.	Height of car steps.	Indianapolis.	Pending.
3662	Wabash.	Switch ties.	On line.	Corrected.
3663	Wabash.	Ballast.	On line.	Pending.
3664	Wabash.	Rails.	Peru Division.	Pending.
3665	Wabash.	Emergency rails.	Peru Division.	Corrected.
3666	Wabash.	Bridges.	Peru Division.	Closed.
3667	Wabash.	Overhead obstructions.	Clark's Junction.	Pending.
3668	Wabash.	Platform.	Delphi.	Pending.
3669	Wabash.	Platform.	Wabash.	Pending.
3670	Wabash.	Switch lamps.	On line.	Corrected.
3671	Wabash.	Stop signs, red lights.	On line.	Corrected.
3672	Wabash.	Highway crossings and danger signs.	On line.	Pending.
3673	Wabash.	Backing engine.	Attica to Covington.	Pending.
3674	Wabash.	Non-clearance of house tracks.	Wabash.	Corrected.
3675	I. U. Ry.	Overhead clearance.	Indianapolis.	Corrected.
3676	T. H., I. & E.	Highway crossing signs.	Mulberry.	Pending.
3677	I. U. T. Co.	Bridge out of line.	West of Parker.	Corrected.
3678	I. U. T. Co.	Inside guard rail.	Muncie.	Corrected.
3679	C. & O.	Bridge ticklers.	Muncie.	Corrected.
3680	C. & N. Y. Elec.	Bridges and trestles.	On line.	Pending.
3681	C. & O.	Repair track switches unlocked.	On line.	Corrected.
3682	C. & O.	Train register.	Terminal.	Pending.
3683	C., I. & S.	Train register.	Terminal.	Corrected.
3684	C., I. & L.	Rest register.	Hammond.	Pending.
3685	C., C., C. & St. L.	Violation of full crew law.	Indianapolis.	Corrected.
3686	P. & E.	Obstructions to feet.	Indianapolis.	Corrected.
3687	P. & E.	Overhead obstructions.	Indianapolis.	Pending.
3688	P. & E.	Dangerous walkway for trainman.	Indianapolis.	Corrected.

REPORT OF INSPECTION DEPARTMENT FOR YEAR 1911—Continued.

I. R. No.	RAILROAD.	Subject.	Location.	Disposition.
3689	C., C., C. & St. L.	Overhead and lateral obstruction.	Columbus.	Closed.
3690	I., C. & S. T. Co.	Inside guard rails.	Amity.	Pending.
3691	C., S. B. & N. I.	Gate at L. S. & M. S. crossing.	Twin Branch.	Transferred.
3692	Vandalia.	Non-clearing platform.	Martinsville.	Corrected.
3693	I., C. & S. T. Co.	Inside guard rails.	Columbus.	Pending.
3694	C., C., C. & St. L.	Low telephone wires.	Sheldon.	Corrected.
3696	C., C., C. & St. L.	High tension wires.	Shelbyville.	Corrected.
3697	C., I. & L.	Engine 252.	Monon.	Corrected.
3698	T., St. L. & W.	Tie renewal.	Line.	Pending.
3699	T., St. L. & W.	Ballast renewal.	Line.	Pending.
3700	T., St. L. & W.	Bridge 271.	Line.	Corrected.
3701	T., St. L. & W.	Stations and grounds.	Line.	Corrected.
3702	T., St. L. & W.	Highway crossing signs.	Line.	Pending.
3703	C., S. B. & N. I.	Sixteen hour law.	Elkhart.	Closed.
3704	T., St. L. & W.	Red lights at stop signs.	Line.	Corrected.
3705	E. Ry.	Dispatcher's hours in service.	Evansville.	Corrected.
3706	C., I. & L.	Loose stone along track.	Thorntown.	Corrected.
3707	L., E. & W.	Cleaning ashpens.	New Castle.	Corrected.
3708	I. U. T. Co.	View obstructed by trees.	Indianapolis.	Corrected.
3709	C., H. & D.	High tension wires.	Connersville.	Pending.
3710	C., I. & L.	Engine 68 working shorthanded.	Indianapolis.	Corrected.
3711	C., C., C. & St. L.	Bell ringer 7362.	Indianapolis.	Corrected.

3712	Vandalia.....	Bad walkway for trainmen.....	Martinsville.....	Corrected.
3713	C., I. & L.....	Engine 72 working shorthanded.....	Monon.....	Corrected.
3715	C., I. & L.....	Passenger accommodations.....	Bloomington yards.....	Corrected.
3716	T. H., I. & E.....	Inside guard rails.....	Terre Haute.....	Pending.
3717	I., N. C. & T.....	Failure to stop cars at crossings.....	Maxwell.....	Pending.
3718	I. U. Ry.....	Pole used for switching.....	Indianapolis.....	Corrected.
3719	P., C., C. & St. L.....	Bridge dangles.....	Speeds.....	Corrected.
3720	I., C. & S.....	Crowded cars.....	Indianapolis.....	Closed.
3721	Winona I. Co.....	Wash across track.....	Chili.....	Pending.
3722	Winona I. Co.....	Poor physical condition first five miles track north of Peru.....	Lynn.....	Pending.
3723	Winona.....	Inside guard rail.....	Peru to Warsaw.....	Pending.
3724	Winona T. Co.....	Slow speed board.....	Line.....	Pending.
3725	Winona T. Co.....	Obstruction along track.....	Line.....	Pending.
3726	C., H. & D.....	Non-clearance of bridge.....	Connersville.....	Transferred.
3727	T. H., I. & E.....	Overrunning switch.....	Terre Haute.....	Corrected.
3728	T. H., I. & E.....	Flagging crossings.....	Terre Haute.....	Pending.
3729	E., S. & N.....	Violation of full crew law.....	Evansville.....	Closed.
3730	B. & O., P. Co., P. M., Wabash.....	Stopping trains at crossings.....	Hammond.....	Pending.
3731	L. & N.....	Violation of full crew laws.....	Evansville.....	Pending.
3732	G., R. & I.....	Stopping trains at grade crossing and Ft. W. & S. Traction.....	Near Decatur.....	Corrected.
3733	L. S. & M. S.....	Violation of full crew switching law.	Elkhart.....	Corrected.
3735	E., S. & N.....	Displaying markers.....	Evansville.....	Corrected.
3736	Wabash.....	Violation of full crew switching law.	Peru.....	Pending.
3737	C. & O. and I. U. T.....	Crossing frog.....	Peru.....	Corrected.
3738	I. U. T.....	Motorman talking to passengers.....	Muncie to Indianapolis.....	Closed.
3740	I. & C.....	Poor condition of platform, etc.....	Connersville.....	Pending.
3741	I. U. T.....	Changing crews on line.....	On line.....	Closed.

REPORT OF INSPECTION DEPARTMENT FOR YEAR 1911—Continued.

I. R. No.	RAILROAD.	Subject.	Location.	Disposition.
3742	I. & C.	Violation of law flagging crossing	On line	Corrected.
3743	I. S.	Switch lights on derails	On line	Closed.
3744	M. C.	Date on bulletin board	Michigan City	Corrected.
3746	C., I. & L.	Incorrect marking of bulletin board	Hammond	Corrected.
3747	C., L. S. & S. B.	Toilet out of order	Gary	Corrected.
3748	Ft. W. & N. I.	Employment of motormen	Ft. Wayne	Closed.
3749	B. & O. S. W.	Non-clearance of platform	Seymour	Closed.
3750	L. & N.	Traveling crane over side track	Evansville	Closed.
3751	T. H., I. & E.	Man in motorman's vestibule	Terre Haute	Closed.
3752	I. U. T. Co.	Failure to stop cars	Williams Creek	Closed.
3753	B. & O.	Double heading	On line	Corrected.
3754	T., St. L. & W.	Dangerous railroad crossing	Greentown	Pending.
3755	Vandalia	Dangerous condition of overhead bridge	Plainfield	Pending.
3756	I. U. T. Co.	Failure to comply with double order rules		
3757	C. & E. I.	Retaining wall	Ft. Harrison	Corrected.
3758	N. Y. C. & St. L.	Repair track switch unlocked	Montezuma	Closed.
3759	N. Y. C. & St. L.	Overhead clearance into building	Ft. Wayne	Corrected.
3760	C. & E. I.	Close platform	Ft. Wayne	Pending.
3761	I. U. T. Co.	Trailer displaying markers	Hillsdale	Closed.
3762	C., H. & D.	Non-clearance depressed track	Shadeland	Corrected.
			Melcher	Closed.

3763	P. M.....	Engine backing up on passenger train	LaCrosse Division.....	Pending.
3764	C. & O.....	Planking highway crossing.....	On line.....	Closed.
3765	L. E. & W.....	Stopping at grade crossings.....	Michigan City.....	Pending.
3766	Wabash.....	Non-clearance overhead.....	Ft. Wayne.....	Closed.
3767	N. Y. C. & St. L.....	Non-clearance overhead.....	Ft. Wayne.....	Closed.
3768	Wabash.....	Bridge dangles.....	Ft. Wayne.....	Pending.
3769	P. Co.....	Bridge dangles.....	Ft. Wayne.....	Corrected.
3770	N. Y. C. & St. L.....	Lateral clearances.....	Ft. Wayne.....	Corrected.
3771	P. Co.....	Non-clearing shed.....	Indianapolis.....	Corrected.
3772	N. Y. C. & St. L.....	Bad walkway for trainmen.....	Ft. Wayne.....	Pending.
3773	P. C. and L. S. & M. S.....	Obstructions along the track.....	Ft. Wayne.....	Pending.
3774	P. Co.....	Rubbish along track.....	Ft. Wayne.....	Corrected.
3775	I., S. & S. Co.....	Side clearance.....	East Chicago.....	Corrected.
3776	Vandalia.....	Proposed street crossing.....	Camden.....	Pending.
3777	C., S. B. & N. I.....	Passengers in motormen's vestibule.	LaPorte and M. City.....	Closed.
3778	C., C., C. & St. L.....	Bell ringer inoperative engine 7269..	Muncie.....	Closed.
3779	C., C., C. & St. L.....	Train operation with engine backing up.....	Harrison to Brookville.....	Pending.
3780	I. U. T. Co.....	Crowded condition of car.....	Muncie to Anderson.....	Pending.
3782	L. & N.....	Overhead clearance.....	Evansville.....	Pending.
3783	I. C.....	Overhead clearance.....	Evansville.....	Pending.
3784	I. C.....	Overhead clearance.....	Evansville.....	Corrected.
3785	E. & T. H.....	Pig iron piled close to track.....	Evansville.....	Corrected.
3786	E. & T. H.....	Shed over track.....	Evansville.....	Corrected.
3787	L. & N.....	Overhead clearance.....	Evansville.....	Corrected.
3788	L. & N.....	Poor clearance on both sides of track	Evansville.....	Pending.
3789	N. Y. C. & St. L.....	Obstructions piled close to track....	Ft. Wayne.....	Pending.
3790	Southern.....	Non-clearance between tracks.....	Evansville.....	Pending.
3791	Ill. Cent.....	Obstruction along track.....	Evansville.....	Pending.

REPORT OF INSPECTION DEPARTMENT FOR YEAR 1911—Continued.

I. R. No.	RAILROAD.	Subject.	Location.	Disposition.
3792	E. & T. H.	Obstructions to feet.	Evansville.	Corrected.
3793	E. & T. H.	Obstructions to feet.	Evansville.	Corrected.
3794	E. & T. H.	Obstructions to feet.	Evansville.	Corrected.
3795	E. & T. H.	Overhead clearance.	Evansville.	Corrected.
3796	I. C.	Lateral clearance.	Evansville.	Pending.
3797	I., C. & S.	Conduct of conductor.	On line.	Corrected.
3798	I., C. & S.	Failure to comply with double order rules.	Siding No. 2.	Closed.
3799	C., C., C. & St. L.	Unsanitary condition of toilet.	Connorsville.	Corrected.
3800	Ft. W. & N. I.	Highway crossing signs.	On line.	Pending.
3801	G. T.	Bulletin board not dated.	South Bend.	Corrected.
3802	M., B. & E.	Highway crossing signs.	On line.	Corrected.
3803	C., C., C. & St. L.	Bulletin board not dated.	Brookville.	Corrected.
3804	Vandalia.	Bulletin board not dated.	Terre Haute.	Pending.
3805	G. T.	Station facilities.	Stilwell.	Pending.
3806	C., S. B. & N. I.	Passengers in motorman's compartment.	On line.	Corrected.
3807	C., C., C. & St. L.	Train movement with engine backing	Brookville	Pending.
3808	C., I. & L.	Obstructions to feet.	Crawfordsville.	Pending.
3809	Ft. W. & N. I.	Disabled conductor operating car.	On line.	Corrected.
3810	Ft. W. & N. I.	Weeds obstructing view of signs on poles.	On line.	Corrected.

3811	Vandalia.....	Lateral and overhead clearance.....	Brazil.....	Pending.
3812	Vandalia.....	Violation of full crew law.....	Indianapolis.....	Corrected.
3813	Vandalia.....	Lateral obstruction.....	Brazil.....	Closed.
3814	Vandalia.....	Lateral obstruction.....	Brazil.....	Pending.
3815	C. & E. I.....	Lateral obstruction.....	Brazil.....	Pending.
3816	C. & E. I.....	Repair tracks unprotected.....	Brazil.....	Corrected.
3817	Vandalia.....	Backing engines.....	Brazil to Seelyville.....	Pending.
3818	T. H., I. & E.....	Crowded cars.....	On line.....	Corrected.
3819	C., I. & L.....	Pushing cars ahead of engine.....	Carmel.....	Closed.
3820	Various.....	Grade crossing stops city limits.....	East Hammond.....	Pending.
3821	C. & O.....	Telegraph conditions.....	On line.....	Pending.
3822	P., Ft. W. & C.....	Violation of full crew law.....	Plymouth and Chicago.....	Pending.
3823	Penna.....	Violation of full crew law.....	Ft. Wayne.....	Pending.
3824	B. & O. S. W.....	Lateral clearance.....	Nabb.....	Corrected.
3825	I., C. & S.....	Passengers talking to motormen.....	On line.....	Corrected.
3827	C. & O.....	Lateral clearance.....	Marion.....	Closed.
3828	Penna.....	Overhead clearance.....	Ft. Wayne.....	Closed.
3829	I. & C.....	Passengers in motorman's compartment.....	Indianapolis.....	Corrected.
3830	T. & C.....	Flagging cars over crossing.....	Auburn Jct.....	Pending.
3831	I. U. T.....	Not complying with double order system.....	On line.....	Corrected.
3832	C., C., C. & St. L.....	Telegraph wires.....	Losantville.....	Pending.
3833	C., C., C. & St. L.....	Telephone wires.....	Losantville.....	Pending.
3834	I., N. C. & T.....	Operating without book of rules....	On line.....	Corrected.
3835	T. H., I. & E.....	Crossing protection.....	On line.....	Pending.
3836	B. & O.....	Telegraph service.....	Milford Jct.....	Closed.
3837	Penna.....	Crossing bells.....	Louisville Division.....	Pending.
3838	C., H. & D.....	Highway crossing.....	Mitchellville.....	Pending.

REPORT OF INSPECTION DEPARTMENT FOR YEAR 1911—Continued.

I. R. No.	RAILROAD.	Subject.	Location.	Disposition.
3839	C., H. & D.	Separation of grade.	Mitchellville	Pending.
3840	T. H., I. & E.	Toilet facilities.	Sullivan	Corrected.
3841	C., C., C. & St. L.	Drinking cups.	On line.	Closed.
3842	I., C. & S.	Re-employment of motorman.	Line.	Closed.
3843	Vandalia.	Dangerous crossing.	Filmore	Transferred.
3845	C., C., C. & St. L.	Caboose 999783.	Louisville Division	Pending.
3846	L. E. & W.	Exposed pipe and wire line.	Indianapolis	Corrected.
3847	C., H. & D.	Cars left standing at crossing.	Glenwood	Corrected.
3848	L. E. & W. and Ft. W. & N. I.	Dangerous crossing.	Yoder	Pending.
3849	C., C., C. & St. L.	Bulletin boards not dated.	North Vernon	Corrected.
3851	B. & O. S. W.	Lumber piled too close to track.	North Vernon	Corrected.
3852	B. & O. S. W.	Non-clearance of track.	North Vernon	Corrected.
3853	Ft. W. & N. I.	Passengers in baggage car.	On line.	Corrected.
3854	T. H., I. & E.	Dangerous highway crossing.	Filmore	Pending.
3855	C., T. H. & S. E.	Trains meeting in block.	Terre Haute	Corrected.
3856	N. Y. C. & St. L.	No lamp on derail at passing siding.	Rutland	Corrected.
3857	Vandalia.	No lamp on derail at passing siding.	Kewanna	Closed.
3858	I. H. B.	Overhead obstruction.	Hammond	Corrected
3859	B. & O. S. W.	Low wires.	Vincennes	Pending.
3861	L. E. & W.	Telephone wires.	Tipton	Closed.
3862	Vandalia.	Obstructions to feet.	Indianapolis	Pending.
3863	K., M. & W.	No train order signals.	Swayzee	Corrected.

3864	C. & E. I.	Overhead obstruction.	Evansville.	Pending.
3865	C., I. & L., and Ill. Cent.	Highway crossings.	Dugger.	Pending.
3866	B. & O.	Low wires.	Vincennes.	Pending.
3867		Clearance of grain elevator.	Indianapolis.	Pending.
3868	L. S. & M. S.	Engine without pilot.	South Bend and Elkhart.	Corrected.
3869	I. U. T.	Poor condition of track.	Indianapolis.	Corrected.
3870	G. T. W.	Violation full crew law.	South Bend.	Corrected.
3871	P., Ft. W. & C.	Safety appliances.	Ft. Wayne.	Pending.
3872	C. & O.	Bulletin board not dated.	Peru.	Corrected.
3874	E., J. & E.	Violation full crew law.	Gary.	Pending.
3875	I. U. T.	Night markers.	On line.	Corrected.
3876	I. U. T.	Industrial track gates.	On line.	Pending.
3877	Ft. W. & N. I.	Visitors in motorman's compartment.	On line.	Corrected.
3879	L. S. & M. S.	Trains delayed on crossing.	Kendallville.	Pending.
3880	I. & C.	Condition of crossing.	Connersville.	Corrected.
3881	Vandalia.	Lateral clearance.	Indianapolis.	Pending.
3882	Wabash.	Stopping at grade crossing.	Hammond.	Pending.
3883	I. C.	Condition of elevated track.	Indianapolis.	Corrected.
3884	I. U. T.	Coburn warehouse track.	Indianapolis.	Pending.
3885	P., C., C. & St. L.	Violation full crew law.	LaFayette.	Corrected.
3886	E. Rys. Co.	Condition of track.	On line.	Pending.
3887	E. Rys. Co.	Bad ties.	On line.	Corrected.
3888	E. Rys. Co.	Trestle out of line.	On line.	Corrected.
3889	E. Rys. Co.	Cribbing of track down.	On line.	Corrected.
3890	E. Rys. Co.	Bad ties in siding.	On line.	Corrected.
3891	L. E. & W.	Lateral clearance.	Muncie.	Closed.
3892	B. & O. S. W.	Lateral clearance.	Seymour.	Corrected.
3893	Penn.	Overhead obstruction.	Elwood.	Pending.
3894	Penn.	Obstruction to feet.	Elwood.	Pending.

REPORT OF INSPECTION DEPARTMENT FOR YEAR 1911—Continued.

I. R. No.	RAILROAD.	Subject.	Location.	Disposition.
3839	C., H. & D.	Separation of grade.	Mitchellville.	Pending.
3840	T. H., I. & E.	Toilet facilities.	Sullivan.	Corrected.
3841	C., C., C. & St. L.	Drinking cups.	On line.	Closed.
3842	I., C. & S.	Re-employment of motorman.	Line.	Closed.
3843	Vandalia.	Dangerous crossing.	Filmore.	Transferred.
3845	C., C., C. & St. L.	Caboose 999783.	Louisville Division.	Pending.
3846	L. E. & W.	Exposed pipe and wire line.	Indianapolis.	Corrected.
3847	C., H. & D.	Cars left standing at crossing.	Glenwood.	Corrected.
3848	L. E. & W. and Ft. W. & N. I.	Dangerous crossing.	Yoder.	Pending.
3849	C., C., C. & St. L.	Bulletin boards not dated.	North Vernon.	Corrected.
3851	B. & O. S. W.	Lumber piled too close to track.	North Vernon.	Corrected.
3852	B. & O. S. W.	Non-clearance of track.	North Vernon.	Corrected.
3853	Ft. W. & N. I.	Passengers in baggage car.	On line.	Corrected.
3854	T. H., I. & E.	Dangerous highway crossing.	Filmore.	Pending.
3855	C., T. H. & S. E.	Trains meeting in block.	Terre Haute.	Corrected.
3856	N. Y. C. & St. L.	No lamp on derail at passing siding.	Rutland.	Corrected.
3857	Vandalia.	No lamp on derail at passing siding.	Kewanna.	Closed.
3858	I. H. B.	Overhead obstruction.	Hammond.	Corrected.
3859	B. & O. S. W.	Low wires.	Vincennes.	Pending.
3861	L. E. & W.	Telephone wires.	Tipton.	Closed.
3862	Vandalia.	Obstructions to feet.	Indianapolis.	Pending.
3863	K., M. & W.	No train order signals.	Swayzee.	Corrected.

3864	C. & E. I.	Overhead obstruction.	Evansville.	Pending.
3865	C., I. & L., and Ill. Cent.	Highway crossings.	Dugger.	Pending.
3866	B. & O.	Low wires.	Vincennes.	Pending.
3867		Clearance of grain elevator.	Indianapolis.	Pending.
3868	L. S. & M. S.	Engine without pilot.	South Bend and Elkhart.	Corrected.
3869	I. U. T.	Poor condition of track.	Indianapolis.	Corrected.
3870	G. T. W.	Violation full crew law.	South Bend.	Corrected.
3871	P., Ft. W. & C.	Safety appliances.	Ft. Wayne.	Pending.
3872	C. & O.	Bulletin board not dated.	Peru.	Corrected.
3874	E., J. & E.	Violation full crew law.	Gary.	Pending.
3875	I. U. T.	Night markers.	On line.	Corrected.
3876	I. U. T.	Industrial track gates.	On line.	Pending.
3877	Ft. W. & N. I.	Visitors in motorman's compartment.	On line.	Corrected.
3879	L. S. & M. S.	Trains delayed on crossing.	Kendallville.	Pending.
3880	I. & C.	Condition of crossing.	Connersville.	Corrected.
3881	Vandalia.	Lateral clearance.	Indianapolis.	Pending.
3882	Wabash.	Stopping at grade crossing.	Hammond.	Pending.
3883	I. C.	Condition of elevated track.	Indianapolis.	Corrected.
3884	I. U. T.	Coburn warehouse track.	Indianapolis.	Pending.
3885	P., C., C. & St. L.	Violation full crew law.	LaFayette.	Corrected.
3886	E. Rys. Co.	Condition of track.	On line.	Pending.
3887	E. Rys. Co.	Bad ties.	On line.	Corrected.
3888	E. Rys. Co.	Trestle out of line.	On line.	Corrected.
3889	E. Rys. Co.	Cribbing of track down.	On line.	Corrected.
3890	E. Rys. Co.	Bad ties in siding.	On line.	Corrected.
3891	L. E. & W.	Lateral clearance.	Muncie.	Closed.
3892	B. & O. S. W.	Lateral clearance.	Seymour.	Corrected.
3893	Penn.	Overhead obstruction.	Elwood.	Pending.
3894	Penn.	Obstruction to feet.	Elwood.	Pending.

REPORT OF INSPECTION DEPARTMENT FOR YEAR 1911—Continued.

I. R. No.	RAILROAD.	Subject.	Location.	Disposition.
3895	Penn.	Obstruction to feet.	Elwood.	Corrected.
3896	Penn.	Lateral clearance.	Elwood.	Corrected.
3897	Penn.	Obstruction to feet.	Elwood.	Corrected.
3898	Penn.	Obstruction.	Elwood.	Corrected.
3899	Penn.	Lateral clearance.	Elwood.	Corrected.
3900	Penn.	Lateral clearance.	Elwood.	Corrected.
3901	Penn.	Lateral clearance.	Elwood.	Pending.
3902	Penn.	Obstruction to feet.	Elwood.	Pending.
3903	Penn.	Overhead obstruction.	Elwood.	Pending.
3904	B. & O. S. W.	Violation of 16 hour law.	On line.	Pending.
3905	L. & N.	Obstruction to feet.	Evansville.	Closed.
3906	G. T. W.	Condition of crossing.	South Bend.	Pending.
3907	Vandalia.	Condition of team track.	Lyons.	Pending.
3908	C., C., C. & St. L.	Making crossing stop.	Muncie.	Corrected.
3909	C., C., C. & St. L.	Lateral clearance.	Muncie.	Closed.
3910	C., C., C. & St. L.	Lateral clearance.	Muncie.	Corrected.
3911	C., C., C. & St. L.	Lateral clearance.	Muncie.	Pending.
3912	C., C., C. & St. L.	Lateral clearance.	Terre Haute.	Pending.
3913	C., C., C. & St. L.	Engine 7311.	Indianapolis.	Corrected.
3914	C., C., C. & St. L.	Switch unlocked.	Indianapolis.	Corrected.
3915	L. & N. I.	Toilet rooms.	Jeffersonville.	Pending.
3916	Winona Trac.	Condition of waiting room.	Chili.	Corrected.

3917	Southern.....	General conditions.....	Entire line.....	Pending.
3918	L. S. & M. S	Derails.....	Pine.....	Pending.
3919	C. & E.....	Crossing frogs.....	Decatur.....	Pending.
3920	C., I. & L.....	Clearance of yard tracks.....	Indianapolis.....	Pending.
3921	C., I. & L.....	Obstruction to feet.....	Indianapolis.....	Corrected.
3922	Vandalia.....	Clearance of yard track.....	Indianapolis.....	Corrected.
3923	C., C., C. & St. L.....	Obstruction to feet.....	Indianapolis.....	Corrected.
3924	C., I. & L.....	Overhead clearance.....	Crawfordsville	Corrected.
3925	C., C., C. & St. L.....	Obstruction to feet.....	Crawfordsville.....	Corrected.
3926	C., I. & L.....	Condition at light plant.....	Crawfordsville.....	Pending.
3927	C., I. & L.....	Walkway for trainmen.....	Crawfordsville.....	Pending.
3928	C., C., C. & St. L.....	Yard tracks too close.....	Anderson.....	Pending.
3929	C., C., C. & St. L.....	Lateral clearance.....	Anderson.....	Corrected.
3930	Penn.....	Lighting plant track.....	Anderson.....	Pending.
3931	Penn.....	Overhead obstruction.....	Anderson.....	Corrected.
3932	C., I. & L.....	Handling freight.....	Poland.....	Pending.
3933	Southern.....	General condition.....	On line.....	Pending.
3934	Southern.....	Track conditions.....	On line.....	Corrected.
3935	Southern.....	Track conditions.....	Tell city.....	Corrected.
3936	Southern.....	Toilet rooms.....	Boonville.....	Closed.
3937	Southern.....	Box car depot.....	Lamar.....	Pending.
3938	Southern.....	Train order signal.....	On line.....	Pending.
3939	Southern.....	Water pipes.....	Huntingburg.....	Pending.
3940	Southern.....	Cinder pit.....	On line.....	Corrected.
3941	Southern.....	Car inspection.....	Lincoln city.....	Pending.
3942	Southern.....	Time card clearances.....	On line.....	Corrected.
3943	Southern.....	Overhead clearance.....	Troy.....	Pending.
3944	Penn.....	Lights on derails.....	On line.....	Pending.
3945	C., H. & D.....	Highway crossing signs.....	On line.....	Pending.

REPORT OF INSPECTION DEPARTMENT FOR YEAR 1911—Continued.

I. R. No.	RAILROAD.	Subject.	Location.	Disposition.
3946	T., St. L. & W	Automatic bell ringer.	Marion.....	Pending.
3947	C., C., C. & St. L.	Automatic bell ringer.	Marion.....	Pending.
3948	C. & E.....	Condition of yard.....	Hammond.....	Corrected.
3949	C., C., C. & St. L.	Obstruction to feet.....	Sunman.....	Corrected.
3950	C., C., C. & St. L.	Lateral clearance.....	Indianapolis.....	Corrected.
3951	C. & E. I.....	Obstruction to feet.....	Linton.....	Pending.
3952	Vandalia•	Obstruction to feet.....	Bushrod.....	Corrected.
3953	L. E. & W.....	Switching with pole.....	Tipton.....	Corrected.
3954	L. E. & W.....	Inspector's flag.....	Tipton.....	Corrected.
3955	C., C., C. & St. L.	Lateral clearance.....	Indianapolis.....	Pending.
3956	C., I. & L.....	Switch unlocked.....	LaFayette.....	Corrected.
3957	C., I. & L.....	Bulletin board not dated.....	LaFayette.....	Corrected.
3959	B. & O. S. W.	Obstruction to feet.....	Vincennes.....	Pending.
3960	B. & O. S. W.	Foot board on engines.....	Vincennes.....	Corrected.
3961	B. & O. S. W.	Supports of elevated track.....	Vincennes.....	Pending.
3962	B. & O. S. W.	Overhead clearance.....	Vincennes.....	Pending.
3963	B. & O. S. W.	Bulletin board not dated.....	Vincennes.....	Corrected.
3964	B. & O. S. W.	Obstruction to feet.....	Vincennes.....	Corrected.
3965	Vandalia.....	Lateral clearance.....	Indianapolis.....	Corrected.
3966	Vandalia.....	Lateral clearance.....	Indianapolis.....	Pending.
3967	Vandalia.....	Obstruction to feet.....	Indianapolis.....	Corrected.
3968	B. & O. S. W.	Lateral clearance.....	Vincennes.....	Corrected.

3969	Vandalia.....	Lateral clearance.....	Indianapolis.....	Pending.
3970	C., C., C. & St. L.....	Lateral clearance.....	Marion.....	Pending.
3971	C., C., C. & St. L.....	Lateral clearance.....	Sunman.....	Pending.
3972	C., C., C. & St. L.....	Lateral clearance.....	Sunman.....	Pending.
3973	C., C., C. & St. L.....	Lateral clearance.....	Marion.....	Closed.
3974	T., St. L. & W.....	Lateral clearances.....	Marion.....	Pending.
3975	T., St. L. & W.....	Lateral clearances.....	Marion.....	Pending.
3976	T., St. L. & W.....	Lateral clearances.....	Marion.....	Corrected.
3977	T., St. L. & W.....	Lateral clearances.....	Marion.....	Pending.
3978	T., St. L. & W.....	Violation full crew law.....	Marion.....	Closed.
3979	C., C., C. & St. L.....	Switches unlocked.....	Marion.....	Corrected.
3980	C., C., C. & St. L.....	Obstruction to feet.....	Marion.....	Pending.
3981	C., C., C. & St. L.....	Lateral clearances.....	Marion.....	Pending.
3982	C., C., C. & St. L.....	Obstruction to feet.....	Sunman.....	Corrected.
3983	L. & N.....	Dangerous crossing.....	Howell.....	Pending.
3984	C., C., C. & St. L.....	Violation of full crew law.....	Wabash.....	Pending.
3985	C., I. & L.....	Violation of full crew law.....	On line.....	Closed.
3987	C., C., C. & St. L.....	Overhead clearances.....	Indianapolis.....	Corrected.
3988	C., C., C. & St. L.....	Overhead clearances.....	Marion.....	Corrected.
3989	Wabash.....	Bulletin boards not dated.....	Huntington.....	Corrected
3990	C. & E.....	Defective switch.....	Kingsland.....	Corrected.
3991	C. & E.....	Crossing signs.....	On line.....	Pending.
3992	C. & E.....	Switch lights.....	On line.....	Pending.
3993	C. & E.....	Trainmen riding pilots.....	Boon Grove.....	Corrected.
3994	C. & E.....	Bad ties.....	Bass Lake Jct.....	Corrected.
3995	T., St. L. & W.....	Old ties along track.....	Frankfort.....	Corrected.
3996	C., C., C. & St. L.....	Bridge alarms.....	Wabash.....	Corrected.
3997	White River R. R.....	Lateral clearances.....	Indianapolis.....	Pending.
3998	White River R. R.....	Lateral clearances.....	Indianapolis.....	Pending.

REPORT OF INSPECTION DEPARTMENT FOR YEAR 1911—Continued.

I. R. No.	RAILROAD.	Subject.	Location.	Disposition.
3999	White River R. R.	Lateral clearances.	Indianapolis.	Pending.
4000	White River R. R.	Lateral clearances.	Indianapolis.	Pending.
4001	White River R. R.	Lateral clearances.	Indianapolis.	Pending.
4002	White River R. R.	Lateral clearances.	Indianapolis.	Pending.
4003	White River R. R.	Lateral clearances.	Indianapolis.	Pending.
4005	Vandalia.	Lateral clearance.	Indianapolis.	Pending.
4006	C. & O.	Obstruction to feet.	Peru.	Pending.
4008	C., H. & D.	Lateral clearance.	Morristown.	Pending.
4009	C., H. & D.	Lateral clearances.	Marshall.	Corrected.
4010	C., H. & D.	Station building.	Morristown.	Pending.
4011	C., H. & D.	Obstruction to feet.	Mt. Clair.	Corrected.
4012	C., H. & D.	Obstruction to feet.	Roachdale.	Corrected.
4013	C. & E. I.	Lights on derails.	On line.	Pending.
4014	Vandalia.	Lights on derails.	On line.	Pending.
4015	C., H. & D.	Dates on bulletin boards.	Springfield Division.	Pending.
4016	C., H. & D.	Lateral clearances.	Bloomington.	Pending.
4017	C., H. & D.	Switch lights.	Indianapolis Division.	Pending.
4018	L. S. & M. S.	Switch unlocked.	Pinola.	Corrected.
4019	L. S. & M. S.	Coal dump.	Pinola.	Pending.
4020	P. M.	Lateral clearances.	LaPorte.	Pending.
4021	C. & N. Y. Elec.	Motorman's compartment.	On line.	Pending.
4023	L. S. & M. S.	Location of station.	Pinola.	Pending.

4024	L. S. & M. S.	Overhead clearances.	LaPorte.	Corrected.
4025	L. S. & M. S.	Overhead clearances.	LaPorte.	Pending.
4026	L. E. & W.	Unlocked switches.	Peru.	Corrected.
4027	L. E. & W.	Unlocked repair track switches.	Peru.	Corrected.
4028	I. C.	Overhead clearances.	Indianapolis.	Pending.
4029	C., I. & L.	Condition of engines.	Monon.	Corrected.
4030	L. E. & W.	Overhead obstruction.	LaPorte.	Pending.
4032	L. S. & M. S.	Obstruction to feet.	LaPorte.	Corrected.
4033	L. S. & M. S.	Obstruction to feet.	LaPorte.	Pending.
4034	M. C.	Obstruction to feet.	Michigan City.	Pending.
4035	Wabash.	Condition of engines.	Wabash Yards.	Corrected.
4036	C. & E. I.	Footboards on yard engines.	Seifert.	Corrected.
4037	C. & N. Y. Elec.	Waiting rooms.	Woodville.	Corrected.
4038	C., H. & D.	Engine 207.	Indianapolis.	Pending.
4039	C., H. & D.	Engine 403.	Indianapolis.	Pending.
4040	C., C., C. & St. L.	Engine 6909.	Indianapolis.	Pending.
4042	C., C., C. & St. L.	Engine 7308.	Indianapolis.	Corrected.
4043	B. & O.	Lateral clearances.	Paris Crossing.	Pending.
4044	T. H., I. & E.	Experience of motorman.	Indianapolis.	Closed.
4047	K., M. & W.	Highway crossing signs.	Stop 38.	Pending.
4048	Wabash.	Telegraph poles.	Ft. Wayne.	Pending.
4049	C., C., C. & St. L.	Footway on bridge.	Connersville.	Pending.
4050	C., C., C. & St. L.	Station platform.	Newcastle.	Pending.
4051	C., C., C. & St. L.	Station platform lights.	Lawrenceburg Junction.	Pending.
4052	C., C., C. & St. L.	Improper flagging.	Connersville.	Pending.
4053	C., C., C. & St. L.	Overhead clearance.	Yorktown.	Pending.
4054	K., M. & W.	Switch unlocked.	Bee Hive.	Corrected.
4055	I. C.	Box car depot.	Cass.	Pending.
4056	I. C.	Unsanitary condition toilet.	Linton.	Corrected.

REPORT OF INSPECTION DEPARTMENT FOR YEAR 1911—Continued.

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I. R. No.	RAILROAD.	Subject.	Location.	Disposition.
4057	I., C. & S. T. Co.	Absence of signals.	On line.	Corrected.
4058	P., C., C. & St. L.	Non-clearance of gate.	Columbus.	Corrected.
4059	C., C., C. & St. L.	Engine 7271.	Indianapolis.	Corrected.
4060	P., C., C. & St. L.	Obstruction to feet.	Columbus.	Corrected.
4061	B. & O. S. W.	Lateral clearances.	Cochran.	Clearance.
4062	P., C., C. & St. L.	Lateral clearance.	New Castle.	Pending.
4063	C., I. & L.	Condition engine 219.	Monon.	Corrected.
4064	P. Co.	Bridge warning.	Ft. Wayne.	Corrected.
4065	P. Co.	Condition engine 8585.	Indianapolis.	Corrected.
4066	P., C., C. & St. L.	Switch unlocked.	Columbus.	Corrected.
4067	C. & E. I.	Trespassers.	Hillsdale.	Corrected.
4068	I. H. Belt R. R.	Hump yards.	Gibson.	Corrected.
4069	L. E. & W.	Non-clearance.	Elwood.	Pending.
4070	Vandalia.	Non-clearance.	Terre Haute.	Pending.
4071	E. & T. H.	Non-clearance.	Terre Haute.	Pending.
4072	E. & T. H. and Vandalia.	Non-clearance.	Terre Haute.	Pending.
4073	C., I. & L.	Station building.	Monon.	Pending.
4074	P. Co.	Bell ringer.	Ft. Wayne.	Pending.
4075	L. E. & W.	Clearance.	Indianapolis.	Pending.
4077	L. E. & W.	Switch unlocked.	Indianapolis.	Corrected.
4078	C., I. & L.	Obstruction to feet.	Indianapolis.	Pending.
4079	L. E. & W.	Switch unlocked.	Indianapolis.	Corrected.
4080	Vandalia.	Bridge warning.	Logansport.	Pending.

RAILROAD COMMISSION OF INDIANA,
INDIANAPOLIS, August 1, 1911.

Mr. J. M. Scott, Chief Inspector:

DEAR SIR—I note your letter advising continuance of this matter until we can hear from the American Railway Association. Please advise as soon as you have heard from this association.

Yours truly,

W. J. WOOD,
Chairman.

W-H

INSIDE GUARD RAILS ON BRIDGES FOR THE PURPOSE OF GUID-
ING DERAILED WHEELS ACROSS SAME.

Correspondence had by the Commission with all steam and interurban managers on the subject develops the fact that all steam roads operating in and through the State use the inside guard rail. Some of the lines protect all bridges over fifty (50) feet in length built on tangent, and all bridges on curves. One line leaves the matter in the hands of the local operating men, but the majority of steam lines require that all bridges be protected by the inside guard rail.

The interurban lines are not so nearly a unit on the necessity for the inside guard rail. One managing officer remarks that if bridges are to be guarded, why not all fills, etc.? For this manager's information it might be well to state that it is no uncommon thing for a steam line or electric line to put down an inside guard rail where there is no bridge. The C., I. & L. Ry. has an inside guard rail from Massachusetts avenue, about 2,000 feet north, to keep cars that might be derailed from going over a retaining wall on the west side of the track. The C., S. B. & N. I. Traction Co., between Mishawaka and South Bend, use inside guard rails where the track runs close to the bank of the St. Joe River, and there are hundreds of other cases that could be cited. Another manager of an interurban line considers the inside guard rail a menace rather than a protection, saying that he recalls two instances where the inside guard rail caused a derailed car to knock down a bridge, account wheels that were traveling between the main track rails catching the point of the guard rail at end of bridge, and pushing the derailed car farther away from the track. This statement certainly will not count for much when we figure that the inside wheels would have to be traveling at least two feet four and one-quarter inches from the main track rail before it would be possible for them to take the wrong side of inside guard rail, and it is certainly apparent that if the inside wheels are traveling two feet four and one-quarter inches from the rail, the other wheels are traveling outside the main track rails at least two feet four and one-quarter inches, which means that these wheels would be at least ten inches over the end of a track tie, and at least three inches over the end of a 9-foot bridge tie, and certainly no one hopes to do much in controlling derailed wheels after they leave the ties. Our large interurban lines favor the inside guard rails. It would seem with all steam line officials favoring its use, and the fact that a car derailed on a steam line usually has cars ahead of it, and behind it, and the strength of couplers to keep it going

parallel with the track until train stops, that the inside guard rail would be more of a help on interurban lines, where the general practice is to run a single car as a train, and where it is certainly necessary to afford the greatest amount of protection possible, figuring that the per cent. of passenger cars, compared with the freight cars, greatly exceeds those on steam lines.

Respectfully submitted,

J. M. SCOTT,
Chief Inspector.

RAILROAD COMMISSION OF INDIANA,
INDIANAPOLIS, January 24, 1912.

Hon. W. J. Wood, Chairman, Railroad Commission of Indiana, Indianapolis, Ind.:

DEAR SIR—Following is a report of boiler inspection made by Inspector James Donohue for the months of November and December, 1911, his appointment being effective November 1, 1911. Other cases handled by him where condition of engine was not considered dangerous, steam leaks, etc., are handled on the regular I. R. Docket, this record dealing exclusively with conditions considered dangerous.

Yours very truly,

J. M. SCOTT,
Chief Inspector.

INSPECTION OF BOILERS.

Br. No.	RAILROAD.	Location.	Subject.	Disposition.
1	C., C., C. & St. L.	Brightwood	Engine 6731 dropped crown sheet...	Closed.
2	C., H. & D.	Moorefield	Engine 377 dropped crown sheet...	Closed.
3	C., H. & D.	Moorefield	Engine 366 condemned fire box.....	Engine taken out of State.
4	C., H. & D.	Moorefield	Engine 320 condition of boiler.....	Engine taken out of State.
5	C., H. & D.	Moorefield	Condemned throat sheet.....	Pending.
6	Vandalia	Gaskill	Engine 442 dropped crown sheet.....	Pending.
7	C., C., C. & St. L.	Fortville	Engine 6646 boiler explosion.....	Pending.
16	C., H. & D.	Indianapolis	Engine 401 plugged flues.....	Corrected.
19	P., C., C. & St. L.	Indianapolis	Engine 8399 broken stay bolts.....	Pending.
22	Wabash	Peru	Engine 2082 condition of boiler.....	Corrected.
24	C., I. & L.	Indianapolis	Engine 420 condition of boiler.....	Corrected.
28	L. E. & W.	Ft. Wayne	Engine 4247 broken stay bolts.....	Corrected.
29	P., Ft. W. & C.	Gary	Engine 9013 leaky throttle.....	Corrected.
30	C., I. & L.	Hammond	Engine 46 broken stay bolts.....	Pending.
31	C., H. & D.	Indianapolis	Engine 401 plugged flue.....	Corrected.
32	Wabash	Ft. Wayne	Engine 2082 condition of boiler.....	Out of service for new fire box.
35	C., H. & D.	Indianapolis	Engine 340 broken stay bolts.....	Corrected.
36	I. U. Ry.	Indianapolis	Engine 15 defective repairs.....	Corrected.

INSPECTION OF BOILERS—Continued.

BR. No.	RAILROAD.	Location.	Subject.	Disposition.
37	I. U. Ry.....	Indianapolis.....	Engine 22 defective flue sheet and bolts.....	Pending.
38	C., C., C. & St. L.....	Indianapolis.....	Engine 6637 defective machinery....	Corrected.
43	I. C.....	Indianapolis.....	Engine 1848 broken stay bolts.....	Corrected.
45	I. C.....	Indianapolis.....	Engine 1846 broken stay bolts.....	Corrected.
46	I. C.....	Indianapolis.....	Engine 468 defective stay bolts.....	Corrected.
47	P. Co.....	Indianapolis.....	Engine 8494 defective condition.....	Engine out of service.
48	C., H. & D.....	Indianapolis.....	Engine 95 loose stay bolts.....	Pending.
50	P. Co.....	Indianapolis.....	Engine 8381 washout plug leaking....	Corrected.
51	I. C.....	Indianapolis.....	Engine 1191 boiler in dangerous condition.....	Engine in shop.

Accident Bulletin No. 15.

RAILROAD ACCIDENTS IN THE STATE OF INDIANA DURING JANUARY, FEBRUARY AND MARCH, 1911.

Twenty-five railroads, steam and interurban, in this State report no accidents of any kind for the months of January, February and March, 1911. It is encouraging that this table is growing, and shows an increase of ten over the quarter one year ago, and eight over the last quarter of 1910.

Among other general results, we note that the interurban railroads have decreased for this quarter their total death accidents from eight to four, and their total injured in accidents from forty-seven to thirty-three; and the steam railroads have decreased their total injured in accidents from 490 to 429. It is also to be noted under general results, that during this quarter there were no passengers killed on the steam railroads and no passengers killed on the electric railroads. All of these are encouraging features of this report.

It is true that this quarter of 1911 shows a large increase of passengers injured on the steam railroads. This increase is due to one accident to a Southern passenger train running into an open switch at New Albany on March 1, colliding with an engine standing on the side track, and injuring a great many of them slightly, seventy-five passengers.

Table No. 3 shows a slight increase of two in the number of persons killed while traveling on the grade crossings of highways and steam railroads in this State over the corresponding quarter of 1910; but, it is also true, that on the electric railroads four travelers were killed in 1910 at grade crossings, while none were killed in this quarter of 1911.

Table No. 4, employes killed and injured on the steam railroads, shows an increase of three employes killed over the corresponding quarter of 1910, but quite a decrease in the number of employes injured. During this quarter there were thirty-two employes killed, in the following manner:

- 1 conductor while attempting to board pilot of engine.
- 1 engineer in head-on collision.

- 1 engineer account of tender jumping track.
- 1 fireman in head-on collision.
- 1 fireman in yard collision.
- 1 brakeman in head-on collision.
- 3 brakemen being caught between cars.
- 2 brakemen struck by cars and run over.
- 2 brakemen falling from car.
- 1 brakeman getting off of train.
- 1 brakeman struck by overhead bridge.
- 1 brakeman caught between tender and car standing on adjacent track.
- 1 brakeman caught between cars that did not clear.
- 1 brakeman while coupling air hose.
- 3 laborers struck by train while at work on track.
- 2 laborers struck by trains when crossing tracks.
- 1 laborer attempting to board train.
- 2 crossing watchmen struck by train.
- 1 crossing watchman attempting to board train.
- 1 engine inspector burned while lighting headlight of engine.
- 2 car inspectors caught between cars.
- 1 clerk struck by train while crossing track.
- 1 engine hostler while under engine.

These men were killed by the following roads:

B. & O.....	1
C. & O.....	4
C., C., C. & St. L.....	6
C., I. & S.....	1
L. S. & M. S.....	3
Vandalia	1
Wabash	2
P., F. W. & C.....	2
P., C., C. & St. L.....	7
L. E. & W.....	3
E. & T. H.....	1
C., H. & D.....	1

These figures show that the Pennsylvania Lines, P., F. W. & C. included, report a total of nine employes killed, three more than were killed by the C., C., C. & St. L. during the same period. This may be due to the fact that the Pennsylvania Railroad Company employs, to start with, a great many inexperienced men and a num-

ber of them are killed before they fully realize the hazardous employment they are engaged in.

No employes were killed on the interurban railroads during this quarter.

Table No. 5 shows that there were forty-two trespassers killed on steam railroads during this quarter, while only twenty-nine were killed for the corresponding quarter of 1910.

Table No. 7, which gives in detail the casualties on interurban railroads, shows quite an improvement. It will be noted that there were only four deaths from accidents in all, and that all of these were trespassers on the tracks of these companies.

The Railroad Commission again directs the attention of officers and men to the work done by the Committee of Safety on the Chicago and Northwestern Railroad. If the officers and men of this company shall continue to show such results as have been attained during the last nine months, it clearly appears that this system of preventing accidents is a good one, and should be adopted by the railroad companies generally of this country. We regard it as very important that attention shall be given to this matter, and we have urged two or three of the companies operating in this State to put this plan in force in order that it may be clearly shown what can be accomplished by this means.

The Commission earnestly invites information from any quarter whatever, that may aid the Commission or its inspectors in carrying on the important work of preventing railroad accidents in this State.

TABLE No. 1.

**Steam and Electric Railroad Companies Not Reporting Any
Accidents for Months of January, February
and March, 1911.**

Southern Indiana R. R. Co.
Chicago & Wabash Valley Ry. Co.
St. Joseph Valley Ry. Co.
New Jersey, Indiana & Illinois R. R. Co.
Louisville, New Albany & Corydon Ry. Co.
Central Indiana Ry. Co.
Elwood, Anderson & LaPelle R. R. Co.
Chicago Terminal Transfer Co.
Syracuse & Milford R. R. Co.
Louisville & Southern Indiana Traction Co.
Louisville & Northern Railway & Lighting Co.
Evansville Suburban & Newburg Ry. Co.
Cincinnati, Bluffton & Chicago R. R. Co.
Ft. Wayne & Springfield Ry. Co.
Evansville & Southern Traction Co.
Angola Railway & Power Co.
Muncie & Portland Trac. Co.
Marion, Bluffton & Eastern Trac. Co.
Evansville & Mt. Vernon Trac. Co.
Evansville Railways Co.
Winona Interurban Ry. Co.
Chicago, New York Electric Air Line Co.
Cincinnati, Lawrenceburg & Aurora Trac. Co.
Ft. Wayne & Wabash Valley Trac. Co.
Hammond, Whiting & East Chicago Ry. Co.

TABLE No. 2.

STEAM RAILROADS.

Casualties to PASSENGERS, January, February and March, 1911.

WHERE, ETC.—	1910 3d Qr.	1911 3d Qr.
On passenger trains	53	121
On freight trains.....	0	2
On station grounds	1	0
Postal and expressmen.....	5	0
CAUSES—		
Collisions	22	90
Derailments	14	2
Getting on and off moving trains.....	12	11
Getting on and off trains after stops are made.....	2	4
Defective and unlighted stations and platforms.....	0	0
Miscellaneous	9	14
RESULTS—		
Deaths	0	0
Loss of limbs.....	0	1
Loss of fingers or toes.....	1	2
Spinal injury	2	0
Fractures or dislocations.....	5	4
Sprains	4	13
Cuts and bruises.....	44	79
Miscellaneous	3	22

TABLE No. 3.

STEAM RAILROADS.

Casualties to TRAVELERS ON HIGHWAY, January, February and March, 1911.

WHERE—	1910 3d Qr.	1911 3d Qr.
In vehicles	10	35
On foot	5	10
CAUSES—		
Struck on crossing.....	14	39
Teams frightened	0	1
Defective crossings	0	0
Miscellaneous	1	5

RESULTS—

Deaths	7	9
Loss of limbs.....	1	1
Loss of fingers or toes.....	0	0
Spinal injuries	0	0
Fractures or dislocations.....	3	4
Sprains	0	2
Cuts and bruises.....	2	28
Miscellaneous	2	1

TABLE No. 4.

STEAM RAILROADS.

EMPLOYES Killed or Injured During January, February and March, 1911.

EMPLOYMENT—	1910 3d Qr.	1911 3d Qr.
Conductors	29	24
Enginemen	32	24
Firemen	78	69
Brakemen, roads and yards.....	191	162
Mechanics	21	23
Warehousemen	0	0
Laborers	60	69
Miscellaneous	12	0
CAUSES—		
Coupling and uncoupling.....	28	10
Collisions	60	43
Derailments	18	17
Getting on and off trains.....	43	42
Caught in frogs and switches.....	0	0
Use of tools and machinery.....	5	27
Overhead obstructions	1	2
Falling from cars.....	30	42
Side obstructions	15	11
Miscellaneous	209	154
Defective tools and appliances.....	13	0
Struck by passing trains.....	0	23
RESULTS—		
Deaths	29	32
Loss of limbs.....	8	8
Loss of fingers or toes.....	5	8
Spinal injuries	10	0
Fractures or dislocations.....	44	37
Sprains	59	84
Cuts and bruises.....	232	179
Scalds and burns.....	20	10
Miscellaneous	15	13

TABLE No. 5.

STEAM RAILROADS.

TRESPASSERS Killed or Injured During January, February and March, 1911.

WHERE—	1910 3d Qr.	1911 3d Qr.
On tracks	50	54
On trains	8	5
Miscellaneous	1	11
RESULTS—		
Death	29	42
Loss of limbs.....	2	2
Loss of fingers or toes.....	1	1
Spinal injuries	1	0
Fractures or dislocations.....	6	4
Sprains	2	1
Cuts and bruises.....	18	18
Miscellaneous	0	2

LICENSEES Killed or Injured During January, February and March, 1911.

WHERE—	1910 3d Qr.	1911 3d Qr.
Station grounds, etc.....	8	6
On freight train.....	0	1
CAUSES—		
Collision	2	2
Miscellaneous	6	5
RESULTS—		
Deaths	6	0
Cuts and bruises.....	2	3
Sprains	0	4

TABLE No. 6.

STEAM RAILROADS.

Showing RESULTS and CAUSES of Accidents During January, February and March, 1911.

RESULTS, TOTAL—					Deaths.	Loss of Limbs.	Loss of Fingers or Toes.	Spinal Injuries.
Passengers					0	1	2	0
Travelers on highways.....					9	1	0	0
Employees					32	1	8	0
Trespassers					42	8	1	0
Total					83	11	11	0

RESULTS, TOTAL—					Fractures or Dislocations.	Sprains.	Cuts and Bruises.	Miscellaneous.
Passengers					4	13	79	22
Travelers on highways.....					4	2	28	1
Employees					37	84	179	13
Trespassers					4	1	18	2
Total					49	100	304	48

CAUSE, TOTAL—					Collisions.	Derailments.	Getting on and Off Moving Trains.	Getting On and Off After Stops are Made.	Miscellaneous.
Passenger trains.....					90	2	11	4	14
Freight trains					43	17	42	0	154
Total					133	19	53	4	168

CAUSE, TOTAL—					Coupling and Uncoupling.	Caught in Frogs and Switches.	Use of Tools and Machinery.	Overhead Obstructions.	Fell From Cars.	Side Obstructions.
Passenger trains.....					0	0	0	0	0	0
Freight trains.....					10	0	27	2	42	11
Total					10	0	27	2	42	11

Passenger trains								Defective Tools and Appliances.	0
Freight trains									0
Total									0

Total damage to engines, cars and roadway.....								\$31.308	18
Total number wrecks, collisions, 30; derailments, 27.....									57

TABLE No. 7.

ELECTRIC INTERURBAN RAILROADS.

**CASUALTIES on the INTERURBAN RAILROADS During
January, February and March, 1911.**

PASSENGERS.

WHERE—	1910 2d Qr.	1911 3d Qr.
On passenger trains.....	31	15
On station grounds.....	0	0
CAUSES—		
Collisions	29	8
Derailments	0	3
Getting on and off moving trains.....	2	1
Getting on and off trains after stops are made.....	0	1
Miscellaneous	0	2
RESULTS—		
Deaths	0	0
Fractures and dislocations.....	0	0
Sprains	0	1
Cuts and bruises.....	31	1
Miscellaneous	0	13

HIGHWAYS.

WHERE—		
In vehicles	8	6
On foot	3	2
CAUSES—		
Struck on crossing.....	9	7
Teams frightened	2	0
Miscellaneous	0	1
RESULTS—		
Deaths	4	0
Sprains	1	2
Cuts and bruises.....	4	4
Miscellaneous	2	1
Loss of limb.....	0	1

EMPLOYEES.

EMPLOYMENT—		
Conductors	1	2
Motormen	3	3
Laborers	2	2

CAUSES—	1910 3d Qr.	1911 3d Qr.
Collisions	2	1
Miscellaneous	4	1
Getting on and off trains.....	0	2
Derailment	0	3
RESULTS—		
Deaths	1	0
Fractures or dislocations.....	1	1
Sprains	0	1
Cuts and bruises.....	4	5
Miscellaneous	0	0

TO TRESPASSERS.

WHERE—		
Trespassers on tracks.....	6	7
Miscellaneous	1	1
RESULTS—		
Deaths	3	4
Fractures or dislocations.....	4	1
Cut and bruised	0	2

TABLE No. 8.

The Following Table Shows the **TOTAL CASUALTIES** on the
INTERURBAN ROADS, January, February and
March, 1911.

	1910 3d Qr.	1911 3d Qr.
Deaths	8	4
Injured	47	33

TABLE No. 9.

TOTAL CASUALTIES on ALL RAILROADS.

DEATHS.

	1910 3d Qr.	1911 3d Qr.
Steam railroads	65	83
Electric railroads	8	4
Total	73	87

INJURED.

Steam railroads	490	429
Electric railroads.....	47	33
Total	537	462

Accident Bulletin No. 16.

RAILROAD ACCIDENTS IN THE STATE OF INDIANA DURING APRIL, MAY AND JUNE, 1911.

The railroads of this State made a good record for the quarter ending June 30, 1911. On the electric railroads not a passenger was killed. On the steam railroads not a passenger was killed by the fault of the companies. On the C., I. & L. R. R. the dead body of Murel J. Hopkins, age 19 years, was found by the crew in charge of Monon switch engine No. 10 at 4:45 a. m. May 8. It is supposed that this man fell from some southbound passenger train, but so far as we can ascertain the fault of this man's death is not with the railroad company or its men; and, so also on the Lake Shore and Michigan Southern Railroad on April 14, Antonia Arena, when the conductor called Gary station, was seen by his companions to leave his seat and go to the front platform of the first car behind the engine before the train stopped for the station. This was the last time he was seen alive. He was found dead under the fifth car from the engine when the train had stopped.

While it seems that no passengers were killed during the quarter, Table No. 2 shows that 65 passengers were injured on passenger trains on the steam railroads, while for the corresponding quarter of 1910 only 24 passengers were injured. The greatest number were injured by the following roads:

April 5, L. S. & M. S., derailment at Moorehouse, 6 passengers injured.

May 21, C., C., C. & St. L., collision near Lafayette, 7 passengers injured.

May 28, B. & O. S. W., collision near North Vernon, 7 passengers injured.

June 6, P., C., C. & St. L., collision at Columbus, 9 passengers injured.

EMPLOYEES.

We are glad to set out in Table No. 4 an important decrease in the number of deaths of employes, 32 having been killed for the quarter ending June 30, 1910, while 22 were killed for the quar-

ter ending June 30, 1911, a decrease of 10. These employes came to their death in the following manner:

One conductor, while working with chained up car, alighting from engine fell under train.

One fireman, derailment at interlocking plant.

One fireman, main track collision.

One brakeman, derailment at interlocking plant.

Two brakemen, while working with chained up car.

One brakeman, attempting to get on pilot of engine.

One brakeman, struck by train.

One brakeman, while riding on broken beam fell off.

One brakeman, riding on pilot of engine.

One brakeman, fell from cars.

One brakeman, getting off train.

Two brakemen, yard collisions.

One brakeman, caught between cars and tender.

One brakeman, uncoupling cars.

One laborer, run over by car.

One laborer, fell from handcar.

One laborer, no known cause.

Two laborers, struck by train.

One laborer, struck between engine and tender.

Note also that there was one employe killed on the traction line; namely, one laborer unloading cross-arms.

These men were killed while working on the following railroads:

B. & O. S.-W.....	1
C., C., C. & St. L.....	2
E., J & E.....	2
T. H. Belt.....	3
Indianapolis Southern.....	1
L. & N.....	1
L. S. & M. S.....	2
L. E. & W.....	2
P., Ft. W. & C.....	2
P., C., C. & St. L.....	2
Southern	1
T., St. L. & W.—	
Vandalia	1
Wabash	2

In presenting this bulletin to the public and to the railroad men of this State, the Railroad Commission of Indiana is glad to call attention to the fact that the prevention of railroad accidents is receiving far more consideration than when we issued our first accident bulletin four years ago. The waste of human life, the tragedy and uselessness of the loss of many lives on the railroads, the passing of good men before their time, has caused and is causing railroad commissions and railroad companies and officials and railroad men to take steps to stop these fatalities. The Chicago and Northwestern Railroad Co. is one of the pioneers. Mr. R. C. Richards, one of its officers, is giving the thought and attention of a good and able man of long experience in this line to this subject. His statement recently made to the Chairman of this Commission shows a decrease of 58 killed and 1,636 injured during ten months' operation of his railroad. A great deal of this may be attributed to the work of committees of safety established by Mr. Richards on the Northwestern Railroad. We do not mean to be invidious, for other companies are working in the same direction. Mr. J. Kruttshnitt, General Manager of the Harriman lines, has asked this Commission for all of its accident bulletins. In a letter of recent date to this Commission, Mr. A. W. Thompson, General Manager B. & O. R. R., with reference to committees of safety says:

The Chicago Northwestern has been giving this matter especial attention for some two or three years, while we have been analyzing all accidents, no matter whether the damage was heavy or slight, and also investigating the cause of all personal injuries only since about the first of the year; we therefore desire more detailed statistics before we take the next step. We have several ideas in mind, but first prefer to have more data upon which to base our conclusions. We are familiar with the methods in use on the Chicago Northwestern.

I thank you again for your offer of co-operation, of which we will gladly avail ourselves.

What is more important, during this quarter the Chicago, Indianapolis & Louisville Ry. Co., following conferences between the Chairman of this Commission and the officers of that company, and under the direct supervision of the efficient president, Mr. Fairfax Harrison, has actually established Committees of Safety and Efficiency. The Monon circular on this subject, from which we take the liberty to quote, seeks to establish a relationship between the officers and men that is greatly commendable. The

TABLE No. 1.

**Steam and Electric Railroad Companies Not Reporting Any
Accidents for Months of January, February
and March, 1911.**

Southern Indiana R. R. Co.
Chicago & Wabash Valley Ry. Co.
St. Joseph Valley Ry. Co.
New Jersey, Indiana & Illinois R. R. Co.
Louisville, New Albany & Corydon Ry. Co.
Central Indiana Ry. Co.
Elwood, Anderson & LaPelle R. R. Co.
Chicago Terminal Transfer Co.
Syracuse & Milford R. R. Co.
Louisville & Southern Indiana Traction Co.
Louisville & Northern Railway & Lighting Co.
Evansville Suburban & Newburg Ry. Co.
Cincinnati, Bluffton & Chicago R. R. Co.
Ft. Wayne & Springfield Ry. Co.
Evansville & Southern Traction Co.
Angola Railway & Power Co.
Muncie & Portland Trac. Co.
Marion, Bluffton & Eastern Trac. Co.
Evansville & Mt. Vernon Trac. Co.
Evansville Railways Co.
Winona Interurban Ry. Co.
Chicago, New York Electric Air Line Co.
Cincinnati, Lawrenceburg & Aurora Trac. Co.
Ft. Wayne & Wabash Valley Trac. Co.
Hammond, Whiting & East Chicago Ry. Co.

TABLE No. 2.

STEAM RAILROADS.

Casualties to PASSENGERS, January, February and March, 1911.

WHERE, ETC.—	1910 3d Qr.	1911 3d Qr.
On passenger trains	53	121
On freight trains.....	0	2
On station grounds	1	0
Postal and expressmen.....	5	0
CAUSES—		
Collisions	22	90
Derailments	14	2
Getting on and off moving trains.....	12	11
Getting on and off trains after stops are made.....	2	4
Defective and unlighted stations and platforms.....	0	0
Miscellaneous	9	14
RESULTS—		
Deaths	0	0
Loss of limbs.....	0	1
Loss of fingers or toes.....	1	2
Spinal injury	2	0
Fractures or dislocations.....	5	4
Sprains	4	13
Cuts and bruises.....	44	79
Miscellaneous	3	22

TABLE No. 3.

STEAM RAILROADS.

Casualties to TRAVELERS ON HIGHWAY, January, February and March, 1911.

WHERE—	1910 3d Qr.	1911 3d Qr.
In vehicles	10	35
On foot	5	10
CAUSES—		
Struck on crossing.....	14	39
Teams frightened	0	1
Defective crossings	0	0
Miscellaneous	1	5

following extract is worthy of serious thought by every railroad man who shall read it:

The officials want you to feel that there is no high fence between them and the men. They have the interest of the men at heart, and this feeling should be mutual. No matter how good the officials, if they have not got the support and confidence of the men, their administration is not successful, and no matter how good the men, if they have not got the officials who will deal with them justly and who have not got confidence in their men, there can be no success. As I have stated before, we feel that we have the loyalty, support and confidence of the men, and you have ours. The officials want you to feel that the latch-string is always on the outside, to the laborer as well as any of the other employes.

One of the first requisites in railroad operation is safety, both as to employes and passengers in their cars as well as property in their charge. A great many of the personal injuries are caused through carelessness, which through a little forethought could have been avoided, and every employe should always bear in mind that in performing any duty the first consideration should be safety, and if any employe sees anything that is liable to affect safe operations, it should be brought to the attention of the proper officials or to the attention of the Safety and Efficiency Committee, who will take action on it or make their recommendations to the general committee. If any official or employe finds any employe taking unnecessary risks in the performance of his duties, his attention should be called to it. If you see anything in the way of appliances or obstructions which make the performance of your duty hazardous and unsafe, it should be brought to the attention of the proper official and the Safety and Efficiency Committee. Safety is greatly a matter of education, and if every employe, foreman and heads of departments will take an interest in this we are assured of great results, and it will require the constant and hearty co-operation of everyone to bring this about.

It is to be noted also that the Interstate Commerce Commission now requires reports of accidents to be made to it, and that it is seeking the co-operation of the State commissions in the investigation of accidents. Our own commission has agreed to conduct, where it is expedient, joint investigations, and to afford the Interstate Commerce Commission all possible co-operation in the national work it shall do to prevent accidents. The truth is, it matters less who does this work, the national commission, the State commissions, or railroad officers and men, so that it is done; and, we think also that wherever there is earnest thought and careful work to prevent fatalities of this sort, these should be greatly commended.

Most of the railroad companies under our jurisdiction are co-operating with this Commission. We are glad to say that very

rarely we find a railroad officer selfish in himself, careless and indifferent to the fate of his men, and not very often do we now find a railroad man performing his duties in a slovenly and unobservant way, as careless of his own life as he is of the lives of others. The day of such men is passing away. The railroad general manager or superintendent who fails to scrutinize every accident on his lines, who fails to take steps in advance of the accident that will prevent same, who fails to feel sympathy and regret when his men are killed or injured, is getting to be like the oil headlight, a relic of the past. The railroad desperado or tramp, full of bad whiskey and meaner thoughts, worth little to himself or anybody else, standing on the track in front of an approaching engine, riding on the pilot of an engine, doing his work with his mind on other things, all of these, under the influence of railroad progress and advance, and under the influence of the best brotherhoods among the railroad men, are passing away, we hope never to return.

The best railroad man of this day and age is a conscientious man, a disciplinarian, a competent man, a man who will not only obey orders but exact obedience if he is in authority where obedience is due, to the end always that the dangerous occupation of operating trains on the railroads may be done with as little loss of life and limb as is possible.

And so, as said above, with all of these influences working in the right direction we are optimistic, and as the years go on there will be a decreasing instead of an increasing list of men killed on and about the railroads of this country.

NOTE.—In our Accident Bulletin No. 15, page 4, we made the following statement:

"These figures show that the Pennsylvania Lines, P., F. W. & C. included, report a total of nine employes killed, three more than were killed by the C., C., C. & St. L. during the same period. This may be due to the fact that the Pennsylvania Railroad Co. employs, to start with, a great many inexperienced men and a number of them are killed before they fully realize the hazardous employment they are engaged in."

This statement has been criticised on the following grounds:

First: That the mileage of the Pennsylvania Company in Indiana is 848 miles, while the mileage of the C., C., C. & St. L. is 690 miles.

Second. That the figures were based only on one quarter, which is hardly sufficient time for the purpose of a comparison.

The length of service of the seven men killed on the Pennsylvania has also been given to us, as follows:

<i>Name.</i>	<i>Age.</i>	<i>Length of Service.</i>
Charles H. Gibson.....	22 years.	3 years.
L. E. Brugh.....	23 years.	3 years.
G. D. Veach.....	23 years.	1 year.
G. H. Sterrett.....	53 years.	14 years.
J. W. Phelps, Jr.....	30 years.	5½ years.
S. S. Nydam.....	23 years.	1 month.
Wm. J. Lewis.....	31 years.	2½ years.

Above all things, this Commission desires to be fair, and not to make comparisons between railroad companies which are not fully justified by the facts and figures. We are glad, therefore, to make the above statement, and we desire to have it considered in connection with the statement made and quoted above in our Accident Bulletin No. 15.

TABLE No. 1.

-
1. . Chicago & Wabash Valley.
 2. St. Joseph Valley.
 3. Syracuse & Milford.
 4. Ohio Electric Ry.
 5. Evansville Rys.
 6. Angola Ry. & Power Co.
 7. Evansville and Southern Ind.
 8. Marion, Bluffton & Eastern.
 9. Gary Interurban Ry.
 10. Louisville, N. Albany & Corydon.
 11. Louisville & Northern Railway & Light Co.
 12. Louisville & Southern Ind. Traction Co.
 13. Cincinnati, Bluffton & Chicago.
 14. N. J., I. & I. R. R.
 15. Lebanon & Thorntown.

TABLE No. 2.

STEAM RAILROADS.

Casualties to PASSENGERS, April, May and June, 1910 and 1911.

WHERE, ETC.—	1910 4th Qr.	1911 4th Qr.
On passenger trains.....	24	66
On freight trains.....	3	3
On station grounds.....	1	1
Postal and expressmen.....	3	7
CAUSES—		
Collisions	4	35
Derailments	0	10
Getting on and off moving trains.....	10	10
Getting on and off trains after stops are made.....	0	9
Defective and unlighted stations and platforms.....	0	0
Miscellaneous	17	14
RESULTS—		
Deaths	0	2
Loss of limbs.....	1	0
Loss of fingers or toes.....	1	1
Spinal injury	1	0
Fractures or dislocations.....	2	4
Sprains	1	12
Cuts and bruises.....	25	55
Miscellaneous	0	2

TABLE No. 3.

STEAM RAILROADS.

Casualties to TRAVELERS ON HIGHWAYS, April, May and June, 1910 and 1911.

WHERE—	1910 4th Qr.	1911 4th Qr.
In vehicles	26	39
On foot	5	7
CAUSES—		
Struck on crossings.....	27	45
Teams frightened	2	0
Defective crossings	0	0
Miscellaneous	2	1

RESULTS—

Deaths	8	14
Loss of limbs	0	0
Loss of fingers or toes.....	0	0
Spinal injuries	0	0
Fractures or dislocations.....	2	3
Sprains	1	2
Cuts and bruises.....	18	27
Miscellaneous	2	1

TABLE No. 4.

STEAM RAILROADS.**EMPLOYEES Killed or Injured During April, May and June,
1910 and 1911.**

EMPLOYMENT—	1910 4th Qr.	1911 4th Qr.
Conductors	44	24
Enginemen	18	25
Firemen	62	45
Brakemen, roads and yards.....	152	157
Mechanics	8	12
Warehousemen	0	0
Laborers	88	64
Miscellaneous	3	1
CAUSES—		
Coupling and uncoupling	15	10
Collisions	20	21
Derailments	8	40
Getting on and off trains.....	44	52
Caught in frogs and switches.....	2	0
Use of tools and machinery	20	27
Overhead obstructions	0	2
Falling from cars.....	37	24
Side obstructions	16	17
Miscellaneous	205	147
Defective tools and appliances.....	8	4
RESULTS—		
Deaths	32	23
Loss of limbs	6	6
Loss of fingers or toes.....	3	5
Spinal injuries	0	0
Fractures or dislocations.....	39	29
Sprains	76	76
Cuts and bruises.....	200	164
Miscellaneous	5	22
Scalds	14	14

TABLE No. 5.

STEAM RAILROADS.

**TRESPASSERS Killed or Injured During April, May and June,
1910 and 1911.**

WHERE—	1910 4th Qr.	1911 4th Qr.
On tracks	48	54
On trains	28	29
Miscellaneous	1	1
RESULTS—		
Deaths	45	57
Loss of limbs	6	6
Loss of fingers or toes.....	0	4
Spinal injuries	0	0
Fractures or dislocations.....	8	3
Sprains	1	1
Cuts and bruises.....	17	19
Miscellaneous	0	10

**LICENSEES Killed or Injured During April, May and June,
1910 and 1911.**

WHERE—	1910 4th Qr.	1911 4th Qr.
Station grounds, etc.....	2	5
On passenger trains.....	1	0
Freight trains	1	3
CAUSES—		
Collision	0	0
Miscellaneous	0	8
RESULTS—		
Deaths	2	1
Cuts and bruises.....	2	7

TABLE No. 6.

STEAM RAILROADS.

RESULTS AND CAUSES of Accidents During April, May and June, 1911.

RESULTS, TOTAL—				
	Death. 1911.	Loss of Limbs. 1911.	Fingers or Toes. 1911.	Spinal Injuries. 1911.
Passengers	2	0	1	0
Travelers on highways.....	14	0	0	0
Employes	23	6	5	0
Trespassers	57	6	4	0
	—	—	—	—
Total	96	12	10	0

RESULTS, TOTAL—				
	F fractures or Dislocations. 1911.	Sprains. 1911.	Cuts and Bruises. 1911.	Miscella- neous. 1911.
Passenger	4	11	52	2
Travelers on highways.....	3	2	26	1
Employes	30	76	164	17
Trespassers	3	1	19	0
	—	—	—	—
Total	40	90	261	20

CAUSE, TOTAL—				
	Collisions.	Derail- ments.	Getting On and Off After Moving Trains.	Getting On and Off After Stops are Made.
Passenger trains	31	10	10	7
Freight trains	20	37	51	0
	—	—	—	—
Total	51	47	61	7

CAUSE, TOTAL—				
	Miscellaneous. 1911.	Coupling and Uncoupling. 1911.	Caught in Frogs and Switches. 1911.	Use of Tools and Machinery. 1911.
Passenger trains	17	0	0	0
Freight trains	143	10	0	28
	—	—	—	—
Total	157	10	0	28

CAUSE, TOTAL—				
	Overhead Obstructions. 1911.	Fell from Cars. 1911.	Side Obstructions. 1911.	Defective Tools. and Appliances. 1911.
Passenger trains	0	0	0	0
Freight trains	2	24	17	4
	—	—	—	—
Total	2	24	17	4

Total number of wrecks.....	53
Total damage to equipment and roadway.....	\$31,663 16

TABLE No. 7.

ELECTRIC INTERURBAN RAILROADS.

Casualties During April, May and June, 1910 and 1911.

PASSENGERS.

WHERE—	1910 4th Qr.	1911 4th Qr.
On passenger trains	13	43
On station grounds	1	1
CAUSES—		
Collisions	4	18
Derailments	0	6
Getting on and off moving trains	8	8
Getting on and off trains after stops are made.....	0	0
Miscellaneous	2	12
RESULTS—		
Deaths	1	0
Fractures or dislocations	1	5
Sprains	2	3
Cuts and bruises	10	29
Miscellaneous	0	7

TRAVELERS ON HIGHWAYS.

WHERE—	1910 4th Qr.	1911 4th Qr.
Travelers on highways in vehicles.....	6	10
On foot	3	1
CAUSES—		
Struck on crossings	5	11
Teams frightened	2	0
Miscellaneous	2	0
RESULTS—		
Deaths	3	2
Sprains	1	1
Cuts and bruises	5	8
Miscellaneous	0	0

EMPLOYEES.

EMPLOYMENT—	1910 4th Qr.	1911 4th Qr.
Conductors	4	6
Motormen	1	5
Laborers	1	6

CAUSES—	1910 4th Qr.	1911 4th Qr.
Collisions	3	6
Miscellaneous	1	7
Coupling and uncoupling	2	0
Getting on and off cars	0	4
RESULTS—		
Deaths	1	1
Fractures or dislocations	0	2
Sprains	0	2
Cuts and bruises	5	12
Miscellaneous	0	0

TRESPASSERS.

WHERE—	1910 4th Qr.	1911 4th Qr.
Trespassers on tracks	9	6
Miscellaneous	0	1
RESULTS—		
Deaths	5	5
Fractures or dislocations	1	1
Cuts and bruises	3	1

Collisions	1911 4th Qr. 4
Derailments	1
Damage to property, \$2,295.00.	

TABLE No. 8.

ELECTRIC ROADS.

TOTAL CASUALTIES on All Interurbans.

	1910 4th Qr.	1911 4th Qr.
Deaths	10	8
Injured	38	71

TABLE No. 9.

STEAM AND ELECTRIC RAILROADS.

TOTAL CASUALTIES on All Railroads.**DEATHS.**

	1910 4th Qr.	1911 4th Qr.
Steam roads	85	93
Electric roads	10	8
Total	95	101

INJURED.

Steam roads	510	450
Electric roads	38	71
Total	548	521

TABLE No. 10.

**TOTAL CASUALTIES on All STEAM ROADS for Years
Ending June 30, 1910, and June 30, 1911.**

	Deaths.		Injuries.	
	1910	1911	1910	1911
Passengers	0	8	271	421
Travelers on highways	42	52	94	137
Employees	111	132	1,427	1,486
Trespassers	164	198	133	135
Total	317	390	1,925	2,179

**TOTAL CASUALTIES on All ELECTRIC INTERURBAN Roads
for Years Ending June 30, 1910 and June 30, 1911.**

	Deaths.		Injuries.	
	1910	1911	1910	1911
Passengers	7	50	116	151
Travelers on highways	13	9	30	35
Employees	9	7	25	50
Trespassers	24	28	15	13
Total	43	94	186	249
Total number on steam and electric lines....	360	390	2,111	2,179

Accident Bulletin No. 17.

RAILROAD ACCIDENTS IN THE STATE OF INDIANA DURING JULY, AUGUST AND SEPTEMBER, 1911.

Table No. 1.—For the third quarter, 1910, 9 roads reported no accidents; for the same quarter in 1911, 13 roads report no accidents.

Table No. 2.—Third quarter, 1910, there were 128 passengers injured on passenger trains; third quarter, 1911, number of passengers injured reduced to 99.

In the causes given for injuries to passengers, Table No. 2, third quarter, 1910, shows passengers injured in collisions 90; third quarter, 1911, reduces number of passengers injured in this way to 14. There is a heavy increase of injury to passengers in derailments for the third quarter in 1911. We show 51 passengers injured in derailments in 1911 as against 4 in 1910. This can be explained on account of the P., F. W. & C. R. R. injuring 38 passengers when their 18-hour train No. 28 left the track at Ft. Wayne on August 13, 1911. The Big Four also injured 10 people in a derailment at Brookville, July 15, 1911. In results Table No. 2, third quarter, 1910, shows 3 passengers killed; third quarter, 1911, shows 1 passenger killed. The railroad company could hardly be held responsible for this death. The explanation as given by the general superintendent of the L. E. & W. is as follows: "Mrs. Matilda Hall was a passenger on an excursion train returning from Chicago, and when train was passing over a bridge north of Cassville she fell from platform of coach and was killed. There was a seat in the coach for the passenger; she had gone to the platform several times, possibly for air."

The third quarter, 1910, shows 67 passengers cut and bruised on account of passenger train accidents. Third quarter, 1911, increased this number to 88. This increase can also be charged to the P., F. W. & C. accident at Fort Wayne.

In miscellaneous results passengers injured for the third quarter, 1910, we have 45 passengers injured, while the third quarter, 1911, shows but 2. This should, in a very great measure, offset the increase in number of persons cut and bruised.

Table No. 3, Casualties to Travelers on Highways.—For the third quarter, 1910, shows 43 people injured in vehicles; third quarter, 1911, reduces this number to 25. Causes given for these highway accidents third quarter, 1910, shows 48 people injured were struck on crossings; this number is reduced to 38 in the third quarter, 1911. The highway crossing signs may have something to do with this.

In results for Table No. 3 there were 19 people killed in the third quarter, 1910, and only 11 people killed third quarter, 1911.

Table No. 4, Steam Roads.—Number of conductors injured and killed for the third quarter, 1910, was 42; same quarter, 1911, 27, a material decrease. The enginemen were not so fortunate. The third quarter, 1910, shows 32, while the third quarter, 1911, shows 42. There is a noted decrease of injuries to laborers. The third quarter, 1910, shows 106 laborers, while the third quarter, 1911, had but 63. In causes for injuries to employes the use of tools and machinery begins to cut quite a figure; the third quarter, 1910, had a total of 11 and the third quarter, 1911, shows a total of 41. Miscellaneous causes for injuries to employes have been decreased materially. The third quarter, 1910, shows 237; third quarter, 1911, shows 144. We also have a new cause showing up in the third quarter of 1911, injuring 4 employes; this is defective tools and appliances.

Table No. 5, Trespassers Killed or Injured by Steam Roads.—Shows 67 people on tracks for the third quarter, 1911, against 86 for the third quarter, 1910. In the result of Table No. 5 we show a total of 53 deaths for the third quarter, 1911, as against 65 for the third quarter, 1910.

Table No. 7, for the Electric Lines.—Number of passengers injured for the third quarter, 1910, was 100; only 24 injured during the third quarter of 1911. Causes for these injuries show very clearly why the number is decreased materially; third quarter, 1910, shows 96 injured in collisions, while the third quarter, 1911, they had but 10 injured in collisions. The results for interurban accidents third quarter, 1910, show 50 people killed; third quarter, 1911, they did not kill a passenger. The number of passengers receiving cuts and bruises reduced from 47 to 20. The interurban people were unfortunate in injuring passengers on highways. Third quarter, 1911, travelers in vehicles struck on highways, 22, compared with 14 in third quarter, 1910. The results of third quarter, 1911, and 1910, were the same, 5 deaths.

Trespassers killed by interurban lines third quarter, 1910, were 12, and for third quarter, 1911, was 7.

Steam roads on which passengers were killed third quarter, 1911, L. E. & W., 1; cause, passenger falling from train between stations. Passenger had a seat in car, but for some unknown reason had gone out on platform and in some way fell from train.

Steam roads on which employes were killed during the third quarter, 1911:

B. & O.....	1
B. & O. S.-W.....	2
C. & E.....	3
C. & O.....	1
C., I. & L.....	3
C., T. H. & S. E.....	1
G. R. & I.....	1
L. & N.....	1
L. S. & M. S.....	1
L. E. & W.....	2
M. C.....	1
N. Y., C. & St. L.....	1
P., C., C. & St. L.....	1
P., F. W. & C.....	5
P. & E.....	3
Vandalia	1

Manner in which employes met death, as follows:

- 1 conductor fell from train.
- 1 engineer caught between cars.
- 1 engineer fell into turn table pit and was run over.
- 1 engineer while cleaning out gang-way of engine was struck by bridge.
- 3 engineers, derailment of passenger trains.
- 1 baggagemaster, derailment of passenger train.
- 1 baggagemaster accidentally shot.
- 2 brakemen getting off pilot of engine.
- 1 brakeman fell from car.
- 2 brakemen struck by train while out flagging.
- 2 brakemen struck by train.
- 1 brakeman found dead in yards.
- 1 brakeman coupling cars.
- 1 yard clerk caught between cars.

- 1 yard clerk run over by cars.
- 1 carpenter caught between cars.
- 1 carpenter struck by an engine.
- 1 car repairman while at work under cars.
- 3 laborers struck by trains.
- 1 laborer fell from train.
- 1 laborer attempting to board train.

INTERURBANS.

Employees killed:

- 1 conductor fell from car.
- 1 laborer struck by car.

Attention is especially called to Table No. 8, and the encouraging showing made thereby.

TABLE No. 1.

Steam and Electric Railroad Companies Not Reporting any Accidents for Months of July, August and September, 1911.

Chicago-New York Electric Air Line.
 Lebanon & Thorntown Traction Co.
 Cincinnati, Lawrenceburg & Aurora Traction Co.
 Marion, Bluffton & Eastern Traction Co.
 Winona Interurban Co.
 Evansville & Southern Traction Co.
 Ohio Electric.
 St. Joseph Valley Ry. Co.
 Chicago & Wabash Valley Ry. Co.
 New Jersey, Indiana & Illinois Ry. Co.
 Syracuse & Milford Ry. Co.
 Angola Ry.
 Louisville, New Albany & Corydon Ry.

TABLE No. 2.

STEAM RAILROADS.

Casualties to PASSENGERS, July, August and September, 1911.

WHERE—	1910.	1911.
On passenger trains	128	99
On freight trains	2	6
On station grounds	4	3
Postal and express men	0	0
CAUSES—		
Collisions	90	14
Derailments	4	51
Getting on and off moving trains	21	13
Getting on and off moving trains after stops are made	3	3
Defective and unlighted stations and platforms.....	0	0
Miscellaneous	16	27
RESULTS—		
Deaths	3	1
Loss of limbs	1	0
Loss of fingers or toes	1	0
Spinal injury	0	0
Fractures or dislocations	1	4
Sprains	16	12
Cuts and bruises	67	88
Miscellaneous	45	2
Scalds and burns	0	1

TABLE No. 3.

STEAM RAILROADS.

Casualties to TRAVELERS ON HIGHWAYS, July, August and September, 1911.

WHERE—	1910.	1911.
In vehicles	43	25
On foot	9	15
CAUSES—		
Struck on crossings	48	38
Teams frightened	0	1
Defective crossings	0	0
Miscellaneous	4	1

RESULTS—	1910.	1911.
Deaths	19	11
Loss of limbs	1	0
Loss of fingers or toes	0	1
Spinal injuries	0	0
Fractures or dislocations	6	4
Sprains	1	1
Cuts and bruises	24	23
Miscellaneous	1	0

TABLE No. 4.

STEAM RAILROADS.

EMPLOYES Killed or Injured During July, August and September, 1911.

EMPLOYMENT—	1910.	1911.
Conductors	42	27
Enginemen	32	42
Firemen	70	52
Brakemen, roads and yards.....	186	187
Mechanics	10	17
Warehousemen	0	0
Laborers	106	63
Miscellaneous	2	15

CAUSES—		
Coupling and uncoupling	15	15
Collisions	62	28
Derailments	15	53
Getting on and off trains.....	42	52
Caught in frogs and switches.....	0	0
Use of tools and machinery.....	11	41
Overhead obstructions	1	2
Falling from cars	46	29
Side obstructions	17	15
Miscellaneous	237	144
Defective tools and appliances	0	4
Struck by passing trains	0	20

RESULTS—		
Deaths	39	28
Loss of limbs	4	8
Loss of fingers or toes.....	5	9
Spinal injuries	1	1
Fractures or dislocations	44	37
Sprains	81	77
Cuts and bruises	245	229
Miscellaneous	4	4
Scalds and burns	15	10

TABLE No. 5.

STEAM RAILROADS.

TRESPASSERS Killed or Injured During July, August and September, 1911.

WHERE—	1910.	1911.
On tracks	86	67
On trains	31	36
Miscellaneous	0	0
RESULTS—		
Deaths	65	53
Loss of limbs	11	11
Loss of fingers or toes.....	0	3
Spinal injuries	1	0
Fractures or dislocations	2	13
Sprains	2	3
Cuts and bruises	36	20
Miscellaneous	1	0

LICENSEES Killed or Injured During July, August and September, 1911.

WHERE—	1910.	1911.
Station grounds, etc.....	15	14
On passenger trains	2	3
Freight trains	8	2
CAUSES—		
Collision	9	5
Miscellaneous	15	14
Getting on and off moving trains.....	1	0
RESULTS—		
Deaths	2	2
Cuts and bruises	15	10
Sprains	2	1
Fractures or dislocations	3	4
Miscellaneous	2	0
Loss of limb	1	2

TABLE No. 6.

STEAM RAILROADS.

RESULTS AND CAUSES of Accidents During July, August and September, 1911.

RESULTS, TOTAL—	Deaths.	Loss of Limbs.	Fingers or toes.	Spiral Injuries.
Passengers	1	0	0	0
Travelers on highways	11	0	1	0
Employees	28	8	9	1
Trespassers	53	11	3	0
Licensees	2	2	0	0
	—	—	—	—
Total	95	21	13	1

RESULTS, TOTAL—	Scalds and Burns.	Fractures or Dislocations.	Sp. ains.	Cuts and Bruises.	Miscellaneous.
Passengers	1	4	12	88	2
Travelers on highways.....	0	4	0	23	0
Employees	10	37	77	229	4
Trespassers	0	13	3	20	0
Licensees	0	4	1	10	0
	—	—	—	—	—
Total	11	62	93	370	6

CAUSES, TOTAL—	Coupling and Uncoupling.	Caught in Frogs and Switches.	Use of Tools and Machinery.	Overhead Obstructions.	Fell from Cars.	Side Obstructions.
Passenger trains.....	0	0	0	0	0	0
Freight trains.....	15	0	41	2	29	15
	—	—	—	—	—	—
Total	15	0	41	2	29	15

CAUSES, TOTAL—	Collisions.	Derailments.	Getting On and Off Moving Trains.	Getting On and Off After Stops are Made.	Miscellaneous.	Defective Tools and Appliances
Passenger trains.....	14	51	13	3	27	0
Freight trains.....	28	53	52	0	144	4
Licensees	5	2	0	0	12	0
	—	—	—	—	—	—
Total	47	106	65	3	183	4

Total damage to engines, cars and roadway.....\$89,184 55

TOTAL NUMBER WRECKS—

Derailments	23
Collisions	42

TABLE No. 7.

ELECTRIC INTERURBAN RAILROADS.

**CASUALTIES on the INTERURBAN RAILROADS During
July, August and September, 1911.**

PASSENGERS.

WHERE—	1910.	1911.
On passenger trains.....	100	24
On station grounds.....	9	0
CAUSES—		
Collisions	96	10
Derailments	0	5
Getting on and off moving trains.....	4	5
Getting on and off trains after stops are made.....	0	0
Miscellaneous	9	4
RESULTS—		
Deaths	50	0
Fractures or dislocations.....	4	3
Sprains	6	1
Cuts and bruises.....	47	20
Miscellaneous	2	0

TRAVELERS ON HIGHWAYS.

WHERE—	1910.	1911.
Travelers on highways in vehicles.....	14	22
On foot	2	1
CAUSES—		
Struck on crossings.....	16	21
Teams frightened	0	0
Miscellaneous	0	2
RESULTS—		
Deaths	5	5
Sprains	1	1
Cuts and bruises	9	11
Miscellaneous	0	5
Loss of limb	1	0
Loss of finger or toe.....	0	1

EMPLOYEES.

EMPLOYMENT—		
Conductors	4	3
Motormen	9	4
Laborers	3	4
Brakemen	0	3

CAUSES—	1910.	1911.
Collisions	13	5
Miscellaneous	5	6
Derailments	0	1
Use of tools and machinery.....	0	2

RESULTS—		
Deaths	4	2
Fractures or dislocations.....	0	1
Sprains	5	1
Cuts and bruises.....	9	7
Miscellaneous	0	1
Loss of limb.....	0	2

TRESPASSERS.

WHERE—	1910.	1911.
Trespassers on tracks.....	17	12
Miscellaneous	0	0

RESULTS—		
Deaths	12	7
Fractures or dislocations, and cuts and bruises.....	5	5
Collisions, 1. Damage, \$1,100.00.		

TABLE No. 8.

TOTAL CASUALTIES on ALL INTERURBANS.

	1910.	1911.
Deaths	71	14
Injured	89	59

TABLE No. 9.

TOTAL CASUALTIES on ALL RAILROADS.

DEATHS.

	1910.	1911.
Steam roads	128	95
Electric roads	71	14
Total deaths	199	109

INJURED.

	1910.	1911.
Steam roads	639	578
Electric roads	89	59
Total injured	728	637

Accident Bulletin No. 18.

RAILROAD ACCIDENTS IN THE STATE OF INDIANA DURING OCTOBER, NOVEMBER AND DECEMBER, 1911.

Table No. 1, Fourth Quarter, 1911, 17 roads report no accidents.

Table No. 1, Fourth Quarter, 1910, 17 roads report no accidents.

Table No. 2, Fourth Quarter, 1910, 99 passengers killed and injured, this includes 3 deaths.

Table No. 2, Fourth Quarter, 1911, 61 passengers killed and injured, this includes 4 deaths.

The B. & O. S. W. R. R. injured 16 passengers, slightly, in its accident to passenger train No. 4 at Washington, Indiana, October 16th; accident caused by yard crew leaving the switch set wrong.

The Michigan Central Railroad injured 7 passengers when their passenger train No. 37 was derailed at Hammond, Indiana, on October 23d; derailment was caused by engineer failing to notice the position of signal and seeing that derail was set against him at interlocking plant.

These two accidents bring the total number of injured passengers up to 61, and had it not been for these two accidents, we certainly would have had a very interesting report for this quarter. Four (4) passengers killed during the quarter are charged as follows:

C., C., C. & St. L. Ry. (White water Division), October 7th, Dorothy Chance, aged 5 years, standing on the platform of coach, engine coupled on to train and the child fell from the platform and was severely injured and died within a few hours. This was a mixed train. The evidence shows that the father of the child had gone into the coach two or three minutes before the accident happened, leaving the child on the platform.

Grand Trunk Western Railway, Train No. 4, December 20th, a man by the name of John Seints jumped through a window of the coach when the train was running. It is the opinion of the railroad officials that the man committed suicide. His body was run over by some train in the opposite direction and badly mutilated.

Lake Shore and Michigan Southern Railway, November 29th,

Train No. 16, Peter Schol, boarded this train at South Chicago, evidently intended going on Suburban Train No. 246, his destination being Pine, a station that No. 16 does not stop at. When No. 16 was nearing Pine station he walked out and into the vestibule, opened the trap door and jumped off while the train was moving about 40 miles per hour. Suburban Train No. 246 stopped and picked Schol up and took him to the hospital at Gary, where he died in about four hours.

C. M. Hudson was a passenger on Train No. 2 of the N. Y. C. & St. L. R. R., transportation reading Mentone to Argos. His remains were found on the south side of the track $1\frac{3}{4}$ miles west of Burkett. He had either fallen from Train No. 1 or was struck by some other train.

It will be noted of the four roads charged with the killing of passengers that the companies were not at fault. In every case the person killed is responsible for the death.

Table No. 3, Fourth Quarter, 1910, shows a total of 47 people killed and injured on highways; 40 of them being in vehicles, and 7 of them on foot, resulting in a total of ten (10) deaths.

Table No. 3, Fourth Quarter, 1911, reduces the number of killed and injured in vehicles to 34, increasing the number of persons killed and injured on foot from 7 to 17, and the number of deaths is increased in the Fourth Quarter of 1911 from 10 to 17.

Table No. 4 shows a remarkable comparison in favor of 1911 against the previous year. Nearly every class of employes has reduced its killed and injured, deaths have been reduced from 38 to 30, and cuts and bruises from 320 to 164.

Table No. 5 would indicate that other lines in Indiana have not been as fortunate as the Pennsylvania Lines in reducing the number of trespassers killed and injured.

Table No. 5, Fourth Quarter, 1910, shows a total of 61 trespassers killed and injured; this includes 38 killed.

Table No. 5, Fourth Quarter, 1911, shows a total of 80 trespassers killed and injured; this includes 51 deaths.

INTERURBAN LINES.

Table No. 7 for Electric Lines, Fourth Quarter, 1910, shows 36 passengers injured and no deaths.

Table No. 7, Fourth Quarter, 1911, shows 44 passengers injured and no deaths. The increase in passengers injured can be charged to the derailment of an Indiana Union Traction car in

the city of Anderson, which resulted in personal injuries to 33 passengers. The interurban people killed two persons on highways during the quarter of 1910, and the same number during the same quarter in 1911. Trespassers killed on the Interurban Lines for the Fourth Quarter of 1910, was 7, and for the same quarter in 1911 was 4.

The following are the steam roads on which employes were killed during the fourth quarter of 1911:

B. & O. R. R.....	1
B. & O. S. W. R. R.....	2
C. & E. I. R. R.....	1
C., I. & L. Ry.....	2
C., B. & C. R. R.....	1
C. & E. R. R.....	2
C., C., C. & St. L.....	2
I. C. R. R.....	1
I. H. Belt R. R.....	1
L. & N. R. R.....	1
L. S. & M. S. Ry.....	1
M. C. R. R.....	2
N. Y. C. & St. L. R. R.....	1
P., C., C. & St. L. Ry.....	6
P., F. W. & C. Ry.....	3
Wabash R. R.....	3

The manner in which the employes met their deaths is as follows:

- 1 conductor ran over by an engine.
- 1 conductor fell between the cars.
- 1 engineer, derailment.
- 1 fireman fell from engine.
- 1 fireman in collision.
- 1 brakeman fell between cars.
- 1 brakeman in collision.
- 1 brakeman ran over by engine.
- 5 brakemen fell from cars and run over by train.
- 1 brakeman uncoupling cars.
- 1 clerk fell between cars.
- 1 civil engineer struck by train.
- 2 crossing watchmen struck by trains.
- 1 laborer fell under cars.
- 11 laborers struck by trains.

Interurban Lines—Employees killed:

I. N. C. & T. Co., 1 sub-station operator electrocuted.

This Commission has said a great deal in favor of the establishment of committees of safety. Some of the railroad lines in the State have accepted our suggestions, and such as have done so are greatly satisfied with the results. It seems to be clear that the movement is a good one. We can imagine no good reason for the failure to adopt a plan which is seemingly without objection. We publish immediately below a comparative statement issued by the Chicago and Northwestern Railroad Co., or rather by its Central Safety Committee. We commend this statement to the careful study of such railroad managers and railroad general superintendents as have failed to take any action in this important matter, and we trust that it will convince them that they ought to take at the earliest possible time the necessary steps to establish safety committees on the lines of their railroads.

[Circular.]

CHICAGO AND NORTHWESTERN RAILWAY COMPANY.

H. T. Bentley.
S. M. Braden.
G. W. Dailey.
H. E. Dickinson.
W. E. Dunham.
J. H. Rhoads.

C. H. Osborn.
G. B. Schrand.
S. G. Strickland.
W. J. Towne.
R. C. Richards,
Chairman.

CENTRAL SAFETY COMMITTEE.

Office, 226 W. Jackson Boulevard, Chicago.

Statement of employes, passengers and others reported killed and injured during the twelve months ending December 31, 1910, and December 31, 1911:

	1911.		1910.		Decrease.		Per cent.
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	
Trainmen	17	1,875	35	3,190	18	1,315	41.2
Switchmen	10	496	15	614	5	118	19.2
Stationmen	2	573	4	649	2	76	11.7
Trackmen	30	1,181	21	1,777	*9	596	33.6
Bridgemen	3	226	1	332	*2	106	31.9
Car repairers and in- spectors	1	278	7	289	6	11	3.8
Shop and roundhouse men	5	1,117	5	1,282	..	165	12.8
Other employes.....	3	279	9	271	1	*8	*2.9
<hr/>							
Total employes..	76	6,025	97	8,404	21	2,379	28.3
Passengers	7	749	18	772	11	23	2.9
Other persons.....	196	577	207	555	11	*22	*3.9
<hr/>							
Total	279	7,351	322	9,731	43	2,380	24.4

R. C. RICHARDS.

* Increase

TRAVELERS KILLED ON HIGHWAY CROSSINGS, STATE
OF INDIANA, OCTOBER, NOVEMBER AND
DECEMBER, 1911.

STEAM ROADS.

B. & O. S. W.....	1
C., C., C. & St. L.....	3
C. & O.....	1
C. & E.....	1
P. & E.....	1
P., F. W. & C.....	2
P., C., C. & St. L.....	3
Vandalia	1
Wabash	4
	—
Total	17

TRESPASSERS KILLED, STATE OF INDIANA, MONTHS
OF OCTOBER, NOVEMBER AND DECEMBER, 1911.

STEAM ROADS.

B. & O. S. W.....	4
C. & E. I.....	2
C. & E.....	1
C., I. & L.....	9
C., I. & S.....	1
C., T. H. & S. E.....	1
C., C., C. & St. L.....	8
E., J. & E.....	2
I. H. B.....	2
I. C.....	2
L. S. & M. S.....	5
L. E. & W.....	2
M. C.....	1
N. Y. C. & St. L.....	1
P., F. W. & C.....	2
P., C., C. & St. L.....	1
Southern	1
T., St. L. & W.....	1
Vandalia	3
Wabash	2
	—
Total	51

TABLE No. 1.

**Steam and Electric Railroad Companies Not Reporting Any
Accidents for Months of October, November and
December, 1911.**

Lebanon & Thorntown Traction Co.
 Marion, Bluffton & Eastern Traction Co.
 Evansville & Southern Indiana Traction Co.
 Ohio Electric.
 St. Joseph Valley Ry. Co.
 Chicago & Wabash Valley Ry. Co.
 New Jersey, Indiana & Illinois Ry. Co.
 Syracuse & Milford Ry. Co.
 Angola Ry.
 Louisville, New Albany & Corydon Ry.
 Bluffton, Geneva & Celina Traction Co.
 Kokomo, Marion & Western Traction Co.
 Central Indiana Ry. Co.
 Indianapolis, Crawfordsville & Western Traction Co.
 Louisville & Southern Indiana Traction Co.
 Cincinnati, Lawrenceburg & Aurora Traction Co.
 Louisville & Northern Ry. & Lighting Co.

TABLE No. 2.

STEAM RAILROADS.

**Casualties to PASSENGERS, October, November and
December, 1911.**

WHERE, ETC.—	1910.	1911.
On passenger trains.....	99	61
On freight trains.....	2	1
On station grounds.....	1	1
Postal and expressmen.....	0	0
CAUSES—		
Collisions	66	27
Derailments	1	10
Getting on and off moving trains.....	18	10
Getting on and off trains after stops are made.....	2	4
Defective and unlighted stations and platforms.....	0	0
Miscellaneous	16	12

RESULTS—	1910.	1911.
Deaths	3	4
Loss of limbs	1	1
Loss of fingers or toes.....	0	0
Spinal injury	0	0
Fractures or dislocations.....	5	0
Sprains	7	8
Cuts and bruises.....	61	50
Miscellaneous	26	0

TABLE No. 3.

STEAM RAILROADS.

**Casualties to TRAVELERS ON HIGHWAY, October,
November and December, 1911.**

WHERE—	1910.	1911.
In vehicles	40	34
On foot	7	17
CAUSES—		
Struck on crossing	47	46
Teams frightened	0	3
Defective crossings	0	0
Miscellaneous	0	2
RESULTS—		
Deaths	10	17
Loss of limbs.....	0	2
Loss of fingers or toes.....	0	1
Spinal injuries	0	0
Fractures or dislocations.....	8	7
Sprains	3	1
Cuts and bruises.....	22	22
Miscellaneous	4	1

TABLE No. 4.

STEAM RAILROADS.

**EMPLOYEES Killed or Injured During October, November
and December, 1911.**

EMPLOYMENT—	1910.	1911.
Conductors	47	31
Enginemen	53	27
Firemen	80	59
Brakemen, roads and yards.....	253	164
Mechanics	19	6
Warehousemen	0	0
Laborers	116	54
Miscellaneous	5	1
CAUSES—		
Coupling and uncoupling.....	33	13
Collisions	94	30
Derailments	25	19
Getting on and off trains.....	72	51
Caught in frogs and switches.....	0	1
Use of tools and machinery.....	27	25
Overhead obstructions	3	3
Falling from cars.....	44	28
Side obstructions	19	15
Miscellaneous	254	130
Defective tools and appliances.....	2	5
Struck by passing train.....	0	22
RESULTS—		
Deaths	38	30
Loss of limbs.....	12	11
Loss of fingers or toes.....	19	4
Spinal injuries	0	0
Fractures or dislocations.....	38	36
Sprains	108	83
Cuts and bruises.....	320	164
Miscellaneous	19	2
Scalds and burns.....	19	12

TABLE No. 5.

STEAM RAILROADS.

**TRESPASSERS Killed or Injured During October, November
and December, 1911.**

WHERE—	1910.	1911.
On tracks	48	51
On trains	12	31
Miscellaneous	1	4
RESULTS—		
Deaths	38	51
Loss of limbs.....	6	6
Loss of fingers or toes.....	1	1
Spinal injuries	0	0
Fractures or dislocations.....	3	9
Sprains	1	1
Cuts and bruises	12	18
Miscellaneous	0	0

**LICENSEES Killed or Injured During October, November
and December, 1911.**

WHERE—	1910.	1911.
On passenger trains.....	0	13
On freight trains.....	2	3
Station grounds, etc.....	7	11
CAUSES—		
Collision	0	12
Derailment	0	0
Miscellaneous	9	15
RESULTS—		
Death	1	2
Fracture or dislocation.....	0	2
Sprains	6	4
Miscellaneous	0	0
Loss of finger or toe.....	1	0
Loss of limb	1	0
Cuts and bruises.....	0	19

TABLE No. 6.

STEAM RAILROADS.

**RESULTS AND CAUSES of Accidents During October,
November and December, 1911.**

RESULTS, TOTAL—		Deaths.	Loss of Limbs.	Loss of Fingers or Toes.	Spinal Injuries.
Passengers		4	1	0	0
Travelers on highways.....		17	2	1	0
Employees		30	11	4	0
Trespassers		51	6	1	0
Licensees		2	0	0	0
Total		94	20	6	0

RESULTS, TOTAL—		Fractures or Dislocations.	Sprains.	Cuts and Bruises.	Miscellaneous.
Passengers		0	8	50	0
Travelers on highways.....		7	1	22	1
Employees		36	83	164	2
Trespassers		9	1	18	0
Licensees		2	4	19	0
Total		54	97	273	3

CAUSES, TOTAL—		Coupling and Uncoupling.	Caught in Frogs and Switches.	Use of Tools and Machinery.	Overhead Obstructions.	Fell from Cars.
Passenger trains		0	0	0	0	0
Freight trains.....		13	1	25	3	28
Total		13	1	25	3	28

CAUSES, TOTAL—		Side Obstructions.	Collisions.	Derailments.	Getting On and Off Trains.	Miscellaneous.	Defective Tools and Appliances.
Passenger trains.....		0	27	10	10	12	0
Freight trains.....		15	30	19	51	130	5
Total		15	57	29	61	142	5

Total damage to engines, cars, roadway, etc.....		\$23,200.41				
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TABLE No. 7.

ELECTRIC INTERURBAN RAILROADS.

**CASUALTIES on the INTERURBAN RAILROADS During
October, November and December, 1911.**

PASSENGERS.

WHERE—	1910.	1911.
On passenger trains.....	35	44
On station grounds.....	1	0
CAUSES—		
Collisions	11	1
Derailments	0	33
Getting on and off moving trains.....	5	7
Getting on and off trains after stops are made.....	4	0
Miscellaneous	16	3
RESULTS—		
Deaths	0	0
Fractures and dislocations.....	1	1
Sprains	1	5
Cuts and bruises.....	30	36
Miscellaneous	1	1
Loss of limb	0	1

HIGHWAYS.

WHERE—	1910.	1911.
In vehicles	7	10
On foot	2	2
CAUSES—		
Struck on crossing.....	7	12
Teams frightened	2	0
Miscellaneous	0	0
RESULTS—		
Deaths	2	2
Sprains	0	1
Cuts and bruises.....	3	7
Miscellaneous	4	0
Fracture or dislocation.....	0	2

EMPLOYES.

EMPLOYMENT—	1910.	1911.
Conductors	0	1
Motormen	6	3
Laborers	9	2

CAUSES—	1910.	1911.
Coupling and uncoupling.....	0	1
Collisions	3	2
Miscellaneous	12	2
Fall from cars.....	0	1

RESULTS—		
Deaths	2	1
Fractures or dislocations.....	4	0
Sprains	0	0
Cuts and bruises.....	7	5
Miscellaneous	2	0

TRESPASSERS.

WHERE—	1910.	1911.
On tracks	7	2
Miscellaneous	3	2
On trains	0	2

RESULTS—		
Deaths	7	4
Fractures or dislocations.....	0	0
Sprains	2	0
Cuts and bruises.....	1	2

LICENSEES.

WHERE—	1910.	1911.
On station ground.....	0	3

CAUSES—		
Miscellaneous	0	3

RESULTS—		
Deaths	0	2
Cuts and bruises	0	1

TABLE No. 8.

The Following Table Shows the Total Casualties on the
Interurban Roads, October, November and
December, 1911.

	1910.	1911.
Deaths	11	9
Injured	59	62

TABLE No. 9.

TOTAL CASUALTIES on ALL RAILROADS.
DEATHS.

	<i>1910.</i>	<i>1911</i>
Steam railroads.....	90	104
Electric railroads	11	9
	<hr/>	<hr/>
Total	101	113

INJURED.

Steam railroads.....	702	469
Electric railroads	59	62
	<hr/>	<hr/>
Total	761	531

APPENDIX VI.

Circular Letters.

CIRCULAR LETTERS.

STATE OF INDIANA.

RAILROAD COMMISSION OF INDIANA.

CIRCULAR No. 72.

REGISTER BOOK FOR TRAIN AND ENGINE MEN.

To All Steam Railroads:

Chapter 131 of the Acts of the General Assembly of 1907 makes it the duty of the Railroad Commission to fully investigate all cases of the violation of the Human Endurance Law of this State, known as the 16-hour law.

In order to facilitate this investigation and to more effectively enforce the provisions of this act, to the end that practically all violations thereof may cease, the Commission hereby directs all steam railroads to keep at terminal registry stations, including yard offices and roundhouses, a book for the registry of train and engine crews in form and substance similar to the following:

.....RAILROAD COMPANY.
.....DIVISION.

Register of Train Crews Arriving at.....Date.....19..

No. of Train.	No. of Engine.	No. of Car- boose.	CONDUCTOR OR ENGINEER.	BRAKEMAN OR FIREMAN.	Time of Ar- rival.	Off Duty Before Starting.		On Duty.		Remarks.
						Hours.	Min.	Hours.	Min.	

By order of the Railroad Commission of Indiana,

J. I. REILEY, Secretary.

February 21, 1911.

STATE OF INDIANA.

RAILROAD COMMISSION OF INDIANA.

CIRCULAR No. 73.

RAILROAD CROSSING AT GRADE, RED LIGHT.

To All Steam and Interurban Railroads:

The Railroad Commission calls your attention to the stop signal for railroad crossings at grade, where there is no interlocking plant, in use by the Pennsylvania and Baltimore and Ohio and some other companies.

This stop signal is a red light placed on the right-hand side for an approaching train, showing about five feet above the ground. This light to be used in connection with the stop sign. It can be maintained with very little expense, and will be especially useful at grade crossings of railroads out in the country where there is nothing at night to call the engineer's attention to the fact that he is approaching a crossing.

The Commission hereby requests and directs that railroad companies operating trains over railroad grade crossings in this State shall adopt and use this light, and that you will report your action in this behalf to the Commission.

By order of the Commission,

J. L. REILEY, Secretary.

INDIANAPOLIS, IND., March 8, 1911.

STATE OF INDIANA.

RAILROAD COMMISSION OF INDIANA.

CIRCULAR No. 74.

REVISION OF RULE.

To All Interurban Railroads:

The interurban railroad companies whose lines extend from Indianapolis, Ind., to Louisville, Ky., have petitioned the Railroad Commission of Indiana to approve the following rule, to take the place of the subsisting rule on this subject.

The Commission after full consideration has granted the petition of said companies, and now recommends to all interurban railroads in this State the adoption of the same rule, as follows:

"In case it becomes necessary either from an emergency or when provided for in the assignment of crews, or by permission from proper authority, for crews or any member of the crew to change off between the initial and terminal points, the persons being relieved must deliver to the ones relieving them all unfulfilled orders affecting the movement of their train. One member of the crew re-

ceiving the unfulfilled order must call the dispatcher at the nearest telephone and repeat same to him, initialing and timing the order in the same manner as when taking an original order and have the same read to him and signed by the other member of the crew. The dispatcher will O.K. order and note same on his order book, giving the time and name of member of the crew repeating.

"In the event of the telephone line being down and the crew being unable to reach the dispatcher in a reasonable time, they may proceed on the order delivered to them by the crew they relieved who must know that the relieving crew thoroughly understands same. In the event of them proceeding without having reached the dispatcher they must endeavor so to do at each succeeding siding."

Please advise that you will accept and act in accordance with this rule.

By order of the Commission.

J. L. REILEY, Secretary.

INDIANAPOLIS, IND., May 3, 1911.

STATE OF INDIANA.

RAILROAD COMMISSION OF INDIANA.

CIRCULAR No. 75.

BLOCK SIGNALS

To all Steam Railroads:

Block signals, the greatest safety device for railroads, have had the especial attention of this Commission. In 1907 we found that a smaller per centum of block signals were installed in this State than generally in other States, and we suggested the Block Signal Act of 1907. We have continued to insist upon progress in this regard, until on March 4, 1911, Chapter 118 (page 466, Acts of 1911) was approved, requiring the installation of block signals on the railroads of this State by January 1, 1912, to be approved by this Commission. In this act full power is conferred upon the Commission to extend the time of installation, or to relieve any line, or part of line, from putting on block signals.

In order that the Commission may have complete information as to the conditions on all roads, to the end that the legislative will may be carefully and fully observed, this Commission has divided the steam railroads into three classes, as follows:

- (A) Roads having signals in service, asking for approval of the system now in operation.
- (B) Roads installing signals, either automatic or other, asking the Commission to approve the proposed system.
- (C) Roads asking to be relieved from installing any system.

And the Commission hereby directs that certain information shall be furnished to it as follows, by classes A and B:

1. Territory covered, between what points.
2. Miles of road, number of blocks, maximum length of block, minimum length of block, average length of block.
3. Single or double track.
4. Number of trains per day at point of heaviest traffic and at busy season of year, dividing the trains into the following classes:
 - (a) Regular passenger.
 - (b) Extra passenger.
 - (c) Regular freight.
 - (d) Extra or special freight.
5. Is any part of territory used by trains of a foreign company, and if so, between what points and by what company?
6. Statement as to system proposed to be used, and if other than automatic, is it proposed to use permissive blocking, at what points and under what conditions.
7. If system other than automatic is proposed to be used, will all block stations be operated for twenty-four hours per day, and if not, state what stations will be closed and between what hours.
8. (a) Furnish blue print showing main line, passing tracks, junction points, grade crossings, stations, signals, etc.
 (b) Profile showing grades, curvature and signal locations.
 (c) Detail of any circuits used in connection with signal system.
 (d) General and special rules to trainmen and other employees for the operation and maintenance of signals.

Class C shall furnish information under questions above, 1 to 5 inclusive, and shall also make a general statement as to why block signals are not necessary to be installed on their lines, or on any part of their lines.

The Commission states for the information of the Companies that the automatic block signals now installed in this State on the New York, Chicago & St. Louis Railway, a single track railroad between South Whitley and Dunfee, have been carefully examined by the Commission and its expert, and will be approved by the Commission.

Responses to this circular should be made by the first day of July, 1911.

By order of the Commission.

J. L. REILEY, Secretary.

INDIANAPOLIS, IND., May 10, 1911.

STATE OF INDIANA.

RAILROAD COMMISSION OF INDIANA.

CIRCULAR No. 76.

(Supersedes Circulars Nos. 8, 9 and 41.)

CONCERNING REPORTS OF ACCIDENTS.

To All Steam and Electric Railroads:

To comply with the law and general order of the Commission, you will be governed by this Circular in reporting accidents. Your particular attention is called to Part II, and also to the fact that a great many roads are not giving enough information in the final report.

I. WHO REPORTS.

1. Reports shall be made and signed by a chief operating official of the reporting railroad, and not by a subordinate employe. The address of the official signing the reports, shall be given in each instance.

2. Each carrier shall report accidents, including property loss, occurring to trains operated over its line by other companies, the same as if the accident happened to its own train. In such a case the company owning the train shall not report such accident.

3. In reporting damage caused by collision with another carrier, each carrier should report only the damage it sustains, and its passengers and employes killed or injured. If joint employes, each should report and so state. Other persons killed or injured in such collision should be reported by each company.

II. PRELIMINARY AND FINAL REPORTS.

The statute (Acts of 1911, page 127, Clause A, Section 1) enacts that a report must be made to this Commission as soon as possible by telegraph or telephone after an accident has happened resulting in loss of life or serious injury to passenger or employe, this wire notice doing away with the preliminary five day report for that accident, the final report to follow as usual within twenty days.

The Commission now instructs that in making the wire or 'phone report, that you show name of road, date, hour, place and kind of accident, cause, if known, number of persons killed, number of persons injured, disposition of injured; and, if possible, in case of persons killed, place, date and hour that coroner's inquest will be held; and, that the final report shall give information as shown in this circular.

III. WHAT REPORT SHALL CONTAIN.

1. Only one accident is to be reported on one blank. Such report shall contain the names of all persons killed or injured in that accident only.

2. The report should contain all the material facts; and, wherever possible, a full explanation of the accident; and not a bare

recital that a particular person was injured while doing a specified act, or any other inadequate account.

3. Accidents to be reported and information shown:

- (1) All accidents occurring on the line, at terminals and in the yards, and shall embrace all persons named below:
 - (a) All employes killed or injured;
 - (b) All passengers killed or injured;
 - (c) All expressmen, baggagemen, postal employes and Pullman employes killed or injured;
 - (d) All other persons, not trespassers, killed or injured;
 - (e) All other persons, trespassers, killed or injured.
- (2) All derailments, collisions, or other serious accidents in train operation, whether there be loss of life or personal injury, or not.
- (3) All damage to the property of the company having the accident is to be reported whether there is loss of life, personal injury, or not. Damage occurring on account of personal injuries, death losses, damage to property carried, or to property of other persons or carriers is not to be reported.

4. In case of death from personal injury within four days after the accident, it should be reported.

5. All accidents other than those occurring in shops, round-houses, power-houses, on boats or at wharves, are to be reported whether the persons killed or injured be employes, passengers or other persons when the accident occurred in connection with train movement at depots or depot grounds, in the yards, at terminals or on the line.

6. If the accident was occasioned on account of defective safety appliances, such as air brakes, automatic couplers, standard draw-bars or handholds, the report must give the number and initial of the defective car, point of origin and destination of the freight, if loaded.

7. Where accidents are occasioned by defective or broken rail, give weight and make of rail and date laid.

8. All steam lines are required to file a copy of their train rules with the Commission. When the accident has been caused on account of failure to observe these rules, the report should refer by number to the rule which was violated and state in what particular violated, and by what officer or employe.

9. If the accident was caused through the fault of an employe the report must show his length of service, qualifications and the number of hours on duty at the time of the accident.

10. If discipline has been imposed upon parties found to be responsible for the accident, the fact should be stated, together with the punishment inflicted.

11. Bear in mind that all collisions, also all derailments of engines or trains, are to be reported whether there be personal injury

or loss of life or not; provided, the damages to the company's property amounts to \$150 or more; except that all accidents are to be reported which are due to violation of rules, neglect of duty, absence of signals, signals wrongfully displayed or interpreted, or to any cause inconsistent with good railroad practice.

IV. WHAT NOT TO BE REPORTED.

1. Accidents occurring in shops, roundhouses, power-houses, on boats or at wharves, are not to be reported.

2. Such accidents only as occur *within the State of Indiana* are to be reported to this Commission.

3. Accidents to employes resulting in slight injuries which do not prevent the employe injured from performing his accustomed services for more than two days in the aggregate during five days next following the accident, and other trivial accidents, should not be reported.

4. No damage to the company's property need to be reported when the same is less than \$150, occasioned by any one accident.

5. Accidents having no direct connection with railroad operation are not to be reported, e. g., runaways caused by horses frightening at train, where no collision with train resulted.

V. FORMS FOR REPORTS.

1. Blanks are printed in copying ink, and and if you will use copying ink in making the report you can take an impression of same for your files. We suggest you do this, so that reference can be made thereto in any correspondence had with this department concerning the report.

2. The space for numbering found on the right-hand side of the blank is intended for use in this department and should not be used by you. Your official number may be placed on the left-hand side as shown on the blank.

VI. MAILING REPORTS.

1. Mail all reports addressed as follows:

"Railroad Commission of Indiana.
Accident Report. Indianapolis, Ind."

RAILROAD COMMISSION OF INDIANA,

J. L. REILEY, Secretary.

INDIANAPOLIS, IND., June 15, 1911.

STATE OF INDIANA.

RAILROAD COMMISSION OF INDIANA.

CIRCULAR No. 77.

(Superseding No. 21 and No. 60.)

HIGHWAY CROSSING SIGNS.

For three years this Commission has been urging the installation of Highway Crossing Signs with the word "Danger" inscribed thereon. Most of the companies have complied. For such that have failed or refused, the General Assembly has prescribed Chapter 224, Acts of 1911, set out hereafter.

Notice is hereby given that in all cases where these signs are not installed, and in all cases where the same are not maintained with letters plainly legible, prosecutions will be commenced for the penalties provided by the Act. The Commission has directed its inspectors to report all failures, and this Act will be strictly enforced.

By order of the Commission.

J. L. REILEY, Secretary.

June 14, 1911.

CHAPTER 224.

AN ACT to require steam and interurban railroad companies to install and maintain adequate highway crossing signs at the grade crossing of railroads and highways in this State. (Approved March 6, 1911.)

RAILROADS—STEAM OR INTERURBAN—CROSSING SIGNS.

Section 1. *Be it enacted by the General Assembly of the State of Indiana,* That from and after January 1, 1912, it shall be unlawful for any person, firm or corporation, or the lessee or receiver of any person, firm or corporation, who shall own or operate any line of steam or interurban railroad in this State to run trains on the same without installing and maintaining at each grade crossing of its railroad with any public highway, highway crossing signs; to be placed at right angles with the highway, where possible, and the construction of the same and warning notice to be as follows: A substantial upright post, 13 feet or more in length, 3½ feet of which shall be in the ground; a board of wood or metal to be placed not closer to the ground than 7 feet on this post, at right angles with the post, on which shall appear the word "Danger" in red or black letters; two other boards to be placed diagonally across each other just above the board on which the word "Danger" is printed, and on one of the two boards the word "Railroad" shall appear, and on the other the word "Crossing." Where two railroads are crossed by the highway, parallel with each other, and not further than 100 feet distance from each other, a board shall be placed at the top of the diagonal boards on which shall appear the word

"Two"; the boards on which the word "Danger" is written shall be at least 4 feet in length; the boards on which the words "Railroad Crossing" are written shall not be less than 5 feet in length, and where there are two railroads to be crossed the board with the word "Two" on it shall not be less than 2 feet in length; the size of all letters on the signs shall not be less than 6 inches high: *Provided*, That the crossing signs of carriers in this State heretofore approved by the Railroad Commission may remain and be taken as a compliance with the terms of this Act: *And, provided further*, That any other sign than the type described above may be constructed and used with the consent of the Railroad Commission of Indiana.

PENALTY.

Section 2. Be it further enacted, That any person, firm or corporation, or the lessee or receiver of any person, firm or corporation, violating the provisions of Section 1 of this act are guilty of a misdemeanor and on conviction shall be fined not less than \$25 nor more than \$200.

REPEAL.

Section 3. Be it further enacted that all laws, or parts of laws that are in conflict with this act are hereby repealed.

STATE OF INDIANA.

RAILROAD COMMISSION OF INDIANA.

CIRCULAR No. 78.

To All Steam and Interurban Railroads:

Do you use on bridges on your line in the State of Indiana inside guard rails to control derailed wheels? How far from the main track rail do you place same? How far from the end of bridge do you commence to curve the rails to bring them to a point in center of track? If these guards are not used on all bridges state kind used on and reason for putting on some bridges and not on others. If used on bridges over a certain number of feet in length and not on shorter bridges give length in feet of shortest bridge on which used. If used on bridges built on curves and not on bridges on tangent, state why. If not in use at all give reason. If your experience has shown either the necessity of these guards or that they should not be used, kindly cite the instance for the Commission's benefit in dealing with this subject. This circular letter is addressed to the managing operating officials of steam and interurban lines of the State and it is the request of the Commission that they furnish this information promptly.

J. L. REILEY,
Secretary.

INDIANAPOLIS, IND., July 27, 1911.

STATE OF INDIANA.

RAILROAD COMMISSION OF INDIANA.

CIRCULAR No. 79.

INTERURBAN BLOCK SIGNALS.

To All Interurban Railroads:

The Commission wishes to call your attention to the Block Signal Act, Chapter 118 (page 466, Acts of 1911), approved March 4, 1911, requiring installation of block signals on all the railroads of the State by January 1, 1912, giving the Commission the power to relieve any line or part of line, and also to extend the time of installation.

On account of the fact that the art of block signaling for electric railroads not being as fully developed as for steam railroads the Commission found it necessary to appoint a Committee to investigate the subject. The work of the Committee has progressed sufficiently to indicate that block signals are now to be had to meet the conditions existing on the electric railroads in this State.

In order that the Commission may have complete information as to the conditions on all roads, to the end that the legislative will may be carefully and fully observed, this Commission has divided the electric railroads into three classes, as follows:

(A) Roads having signals in service, asking for approval of the system now in operation.

(B) Roads installing signals, either automatic or other, asking the Commission to approve the proposed system.

(C) Roads asking to be relieved from installing any system.

And the Commission hereby directs that certain information shall be furnished to it as follows, by classes A and B:

1. Territory covered, between what points.
2. Miles of road, number of blocks, maximum length of block, minimum length of block, average length of block.
3. Single or double track.
4. Number of trains per day under normal traffic conditions, dividing trains into the following classes:
 - (a) Regular passenger.
 - (b) Extra passenger. (bb) Extra passenger at heaviest season of the year.
 - (c) Regular express or freight.
 - (d) Extra or special express or freight. (dd) Extra or special express or freight at heaviest season of the year.
5. Is any part of territory used by trains of a foreign company, and if so, between what points and by what company?
6. Statement as to system proposed to be used, and if other than automatic, is it proposed to use permissive blocking, at what points and under what conditions?

7. If system other than automatic is proposed to be used, will all block stations be operated for twenty-four hours per day, and if not, state what stations will be closed and between what hours?
8. (a) Furnish blue print showing main line, passing tracks, junction points, grade crossings, stations, signals, etc.
 (b) Profile showing grades, curvature and signal locations.
 (c) Detail of any circuits used in connection with signal system.
 (d) General and special rules to trainmen and other employes for the operation and maintenance of signals.

Class C shall furnish information under questions above, 1 to 5 inclusive, and shall also make a general statement as to why block signals are not necessary to be installed on their lines, or on any part of their line.

Responses to this circular should be made by the 31st day of October, 1911.

By order of the Commission.

J. L. REILEY,
Secretary.

INDIANAPOLIS, IND., September 12, 1911.

STATE OF INDIANA.
RAILROAD COMMISSION OF INDIANA.

CIRCULAR No. 80.

BLOCK SIGNALS.

To All Interurban Railroad Companies:

A meeting of the general managers and signal officers, including any other general officers, of all interurban railroads operating in this State is hereby called to take place at room 83, State House, Monday, December 4, 1911, at 2 o'clock p. m., for the purpose of considering the matter of block signaling on interurban railroads in this State.

No answer to Circular No. 79 need be made until after the meeting above called.

Please advise upon receipt of this circular who will represent your company at this meeting.

By order of the Commission.

J. L. REILEY,
Secretary.

INDIANAPOLIS, IND., November 15, 1911.

STATE OF INDIANA.
RAILROAD COMMISSION OF INDIANA.
SUPPLEMENT TO CIRCULAR No. 80.
BLOCK SIGNALS.

To All Interurban Railroad Companies:

On account of the continued illness of M. H. Hovey, Block Signal Inspector, the meeting of the interurban companies heretofore called for the 18th is again postponed.

As soon as Mr. Hovey is able to be present, a time for the meeting will be set and you will be notified.

By order of the Commission.

J. L. REILEY, Secretary.

INDIANAPOLIS, IND., December 14, 1911.

STATE OF INDIANA.
RAILROAD COMMISSION OF INDIANA.
SUPPLEMENT TO CIRCULAR No. 80.
BLOCK SIGNALS.

To All Interurban Railroad Companies:

The meeting of the interurban companies which has been postponed on account of the illness of M. H. Hovey, Block Signal Inspector, will take place on Wednesday, February 14, 2 p. m. You will please attend.

By order of the Commission.

J. L. REILEY, Secretary.

INDIANAPOLIS, IND., January 29, 1912.

STATE OF INDIANA.

RAILROAD COMMISSION OF INDIANA.

CIRCULAR No. 81.

To All Carriers:

The Commission is advised that many losses and delays in business transactions have occurred by reason of the circulation of fictitious and fraudulent order bills of lading. Frequently drafts, with fraudulent order bills of lading attached, have been honored, and at times valid securities of this class have been declined for the want of any indices of genuineness.

In order to in some measure protect the public in accepting order bills of lading, it is recommended that agents and clerks, authorized to issue order bills of lading, be instructed to refuse permission to any other person at their stations to sign an order bill of lading for the carrier; that such bills of lading be stamped when issued, and that in preparing the same for issuance, the written portion thereof shall be either in ink, indelible pencil or type.

All of which is ordered and directed by the Commission.

RAILROAD COMMISSION OF INDIANA,

J. L. REILEY, Secretary.

DECEMBER 31, 1911.

APPENDIX VII.

Tables.

STEAM ROADS—TABLE No. 1—Continued.
ROAD OPERATED—STATE OF INDIANA (MILES).

OPERATING ROADS.	1.	A.	B.	2.	3.	4.	5.	Total, State of Indiana.
.....	387 06	315 88	71 1739	387 44
.....	2 96	2 96	2 96
.....	117 58	117 58	9.46	127 04
.....	227 62	227 62	2.61	230 23
.....	248 79	174 48	74 31	6.10	254 89
.....	180 17	180 17	180 17
.....	35 23	35 23	35 23
.....	184 84	182 91	1 93	5.81	190 65
.....	508 79	450 80	57 99	..	68 92	..	12.14	589 85
(Prior to January 1, 1911, known as the Indianapolis & Eastern Indiana Ry. Co.)	236 53	199 04	37 49	..	30	236 83
.....	52 53	49 41	3 12	52 53
.....	308 96	306 28	2 68	172 58	1.93	174 51
.....	45 15	25 91	19 24	381 25	185 89	..	75.43	765 64
.....	294 16	242 71	51 45	3 77	11.80	290 19
.....	6 48	6 48	309 73
.....	53 15	53 15	85 83	7 19	7 38
.....	80 87	146 17
.....	45 83	31 33	14 50	80 67
.....	120 43	120 43	2 13	10 77	56 65
.....	445 52	421 48	24 04	20	122 76
.....	167 30	101 31	65 99	37 66	53 30	..	11 67	457 09
.....	9 57	9 57	..	28 53	8.98	287 34
.....	11 00	7 76	3 30	38 10
.....	43 00	43 00	36 23	11 00
.....	11 84	11 49	2 60	81 83
.....	156 88	151 02	5 86	11 84
.....	153 45	153 45	156 88
.....	18 62	18 62	153 00	8 01	4.73	158 18
.....	643 11	469 65	173 46	34 47	161 01
.....	27 09	27 09	..	236 17	16 11	43 02	31 73	84 62
.....	232 34	194 85	37 49	64 97	741 10
.....	171 20	171 20	43 20
.....	480 21	450 00	30 21	..	19 49	..	3.38	239 50
.....	351 71	336 91	14 80	236 83
Total	6,039 81	5,269 71	689 43	890 66	533 54	146 95	330 66	7,941 63

STEAM ROADS—TABLE No. 1—Continued.

SWITCHING OR TERMINAL COMPANIES OPERATED, WHOSE MILEAGE IS NOT INCLUDED IN THE ABOVE TABLES, BUT TO BE ADDED THERETO (ENTIRE LINE).

The following notes refer to column headings: 1. Line owned by respondent corporation, control being secured through stock ownership. 2. Line operated by respondent corporation, control being secured through stock ownership. 3. Line operated by respondent corporation, control being secured through stock ownership. 4. Line operated under contract or agreement, or where the rest is contingent upon earnings or other considerations. 5. Line operated under contract or agreement, or where the rest is contingent upon earnings or other considerations.

SWITCHING ROADS.	1.	A.	B.	2.	3.	4.	5.	Total Entire Line
Railroad Co ..	193.98	83.92	110.06	7.72	201.70
.....	2.94	2.94	2.94
.....	1.00	1.00
.....	4.51	1.11	3.40	4.51
.....	5.13	1.86	3.27	57.58	62.71
.....	44.25	28.24	36.11	108.60
.....	6.77	3.18	3.59	6.77
Total ..	258.58	93.92	120.41	57.58	28.24	43.83	388.23
Grand total, entire line ..	25,013.83	19,161.59	5,191.26	4,101.07	6,076.42	2,777.75	2,806.17	40,736.12

SWITCHING OR TERMINAL COMPANIES OPERATED, WHOSE MILEAGE IS NOT INCLUDED IN THE ABOVE TABLES, BUT TO BE ADDED THERETO (IN INDIANA).

SWITCHING ROADS.	1.	A.	B.	2.	3.	4.	5.	Total State of Indiana.
Railroad Co ..	31.56	10.00	21.56	4.71	36.27
.....	2.94	2.94	2.94
.....	1.00	1.00
.....	4.51	1.11	3.40	4.51
.....	5.13	1.86	3.27	57.58	62.71
.....	11.04	28.24	4.41	43.69
.....	6.77	3.18	3.59	6.77
Total ..	62.95	20.00	31.91	57.58	28.24	9.12	157.89
Grand total, State of Indiana ..	6,102.76	5,289.71	721.34	390.66	591.12	175.19	339.78	8,099.51

ROADS LEASED OR OTHERWISE ASSIGNED FOR OPERATION, WHOSE MILEAGE IS INCLUDED IN THE ABOVE
OPERATING ROADS.

NON-OPERATING ROADS.	Entire Line, Single Track.	State of Indiana, Single Track.	Name of Lessee.
.....	283.69	146.96	way Co.
.....	926.17	240.78	is Railway Co.
.....	4.19	4.19	
.....	2.13	2.13	Co.
.....	43.02	43.02	Co.
.....	274.14	186.89	
.....	1,320.41	4.94	
.....	91.39	17.61	
.....	360.85	155.07	
.....	85.63	85.63	
.....	3.77	3.77	
.....	97.63	53.80	
.....	59.70	59.70	
.....	18.26	18.26	
.....	470.53	153.00	
.....	23.05	8.01	
Total.	4,064.86	1,182.06	

STEAM ROADS—TABLE No. 2.

COST OF ROAD, EQUIPMENT, AND GENERAL EXPENDITURES.

OPERATING ROADS.	Total Cost to June 30, 1911. Entire Line.	Cost of Road, Equipment and General Expenditures, Per Mile of Line.	Total Cost Per Mile of Line, State of Indiana.	Stocks and Bonds Owned.	All Other Assets.	Total Assets.
.....	365,890 83	\$22,172 52	\$22,172 52	319,522 03	385,153 26
.....	2,005,487 08	17,566 85	17,566 85	51 00	53,344 34	2,118,832 42
.....	10,804,993 38	41,447 87	40,223 95	153,077 00	1,423,269 76	12,381,360 09
.....	58,564,496 09	71,233 07	11,351,402 87	86,029,979 00	76,391,382 77
.....	20,842,085 29	83,511 98	83,511 98	1,298,100 00	731,364 33	22,871,549 82
.....	948,304 38	16,869 74	16,869 74	2,100 00	850,404 38
.....	47,276,117 82	140,928 24	3 00	3,048,152 00	50,323,272 82
.....	32,493,402 86	63,864 08	63,864 08	4,169,546 86	4,545,256 11	8,704,801 97
(Prior to Ry. Co.)	13,710,701 00	39,087 43	39,141 21	6,763 00	873,534 86	14,590,088 53
.....	1,084,772 48	20,050 00	20,650 00	1,084,772 48
.....	32,658,141 85	87,814 06	21,011,589 34	13,485,286 08	67,184,967 32
.....	138,467,257 66	76,767 81	5,068,624 00	152,317,579 02	157,376,203 62
.....	17,196,265 55	75,142 84	59,083 31	1,014 00	7,130,773 45	25,205,181 75
.....	18,051,374 50	50,809 71	50,809 71	108,785 00	1,380,318 65	17,540,478 15
.....	36,538 73	5,646 41	5,646 41	37,528 65
.....	16,344,801 02	37,871 13	38,236 05	120,220 00	1,452,356 56	17,918,377 58
.....	27,424,741 37	82,876 74	77,159 23	6,446,066 87	26,825,264 95	32,271,331 02
.....	111,540,341 68	53,141 78	46,124,978 46	172,474,213 90	330,139,534 04
.....	11,690,303 68	66,073 04	375,973 29	12,066,276 97
.....	35,802,398 21	50,421 65	50,421 65	179,806 00	1,826,734 08	37,808,638 29
.....	129,540,773 37	147,394 81	120,434,904 88	35,740,340 39	285,716,018 64
.....	178,642,922 18	42,804 55	46,707,112 76	212,338,626 02	260,045,738 78
.....	243,225 00	82,111 36	22,111 36	5,000 00	18,304 38	266,529 38
.....	86,548,064 00	180,937 00	9,390,992 00	24,835,510 00	99,774,566 00
.....	343,511 76	28,928 36	18,882 24	361,394 00
.....	57,122,726 07	107,129 89	28,928 36	1,512,700 00	10,332,077 30	67,454,803 37
.....	24,373,019 09	72,127 00	107,129 89	203,900 00	24,493,311 97	24,687,111 97
.....	20,703,064 41	201,442,734 16	37,978,311 37	260,124,109 94

Pennsylvania Co

STEAM ROADS—TABLE No. 2—Continued.

OPERATING ROADS.		Total Cost to June 30, 1911. Entire Line.	Cost of Road, Equipment and General Expenditures, Per Mile of Line.	Total Cost Per Mile of Line, State of Indiana.	Stocks and Bonds Owned.	All Other Assets.	Total Assets.
St. Louis Railway Co.		\$88,539,433 03	\$42,382 02	\$122,252 92	\$28,342,440 01	\$9,388,579 85	\$120,270,452 89
Subsequent to January 1, 1911, Laurens & Southeastern Ry. Co.).		136,255,991 26	122,252 92	14,733 58	3,502,131 21	13,834,240 90	153,565,363 47
Syracuse & Milford Railway Co.		400,634 32	57,986 19	14,733 58	89,168,451 11	28,450,988 96	400,634 32
Toledo, St. Louis & Western Railroad Co.		384,008,913 52	57,986 19	14,733 58	89,168,451 11	28,450,988 96	501,528,353 61
Vandalia Railroad Co.		35,497,635 10	55,413 64	51,219 38	12,436,503 00	2,015,864 74	52,950,830 84
Wabash Railroad Co.		33,745,096 72	61,860 38	51,219 38	299,567 00	8,992,957 20	38,038,591 11
Total		174,303,927 37	69,218 68	14,733 58	30,208,645 29	17,222,961 46	235,104,919 05
Total		\$1,921,829,113 50	\$3,168,584 93	\$931,530 96	\$638,686,048 72	\$873,844,860 37	\$2,983,137,954 03
SWITCHING ROADS							
Baltimore & Ohio—Chicago Terminal Railroad Co.		\$37,417,500 86	\$445,871 06	\$17,006 82	\$1 00	\$1,427,770 42	\$38,845,272 28
Bedford & Wallner Railroad Co.		55,163 86	17,006 82	\$17,006 82	4,300 00	6,126 64	65,653 48
Chicago & South Bend Railroad Co.		102,477 81	23,722 35	23,722 35	6,188 32	566,899 86	108,666 13
Indiana Harbor Belt Railroad Co.		2,427,710 78	166,738 37	166,738 37	212,800 00	566,899 86	2,993,610 64
Muncie & Western Railroad Co.		9,273,982 00	209,581 00	166,738 37	212,800 00	566,899 86	9,486,782 00
Muncie Belt Railway Co.		136,316 42	209,581 00	166,738 37	212,800 00	566,899 86	136,316 42
Total		\$49,413,151 73	\$861,919 62	\$206,467 54	\$317,101 00	\$2,005,969 24	\$51,636,305 95

NON-OPERATING ROADS.		
		\$22,46,
		1,
		20,
		83,
		2,
		16,
		4,
		2,
		1,
		83,
Total		\$288,

STEAM ROADS—TABLE No. 3—Continued.

OPERATING ROADS.	Number of Shares Authorized.	Par Value of One Share.	Total Par Value Authorized.	Total Par Value Outstanding.	Total Par Value Held by Respondent Corporation in Treasury.	Total Par Value Not Held by Respondent Corporation.	Dividends Declared During Year.	
							Rate.	Amount.
NON-OPERATING ROADS.	200,000	\$50	\$12,000,000	\$1,503,450	...	\$1,503,450
	40,000	100	4,000,000	4,000,000	...	4,000,000
	2,500	10	250,000	250,000	...	250,000	...	\$27,867 49
	500	100	50,000	50,000	...	50,000
	10,000	100	1,000,000	1,000,000	...	1,000,000
	90,000	100	9,000,000	9,000,000	...	9,000,000	5	450,000 00
	100,000	100	10,000,000	10,000,000	...	10,000,000	4	400,000 00
	12,500	100	1,250,000	1,250,000	...	1,250,000	Fixed.	200 00
	84,822	100	8,482,240	7,124,753	...	7,124,753
	50,000	50	2,500,000	2,186,800	...	2,186,800
	1,000	100	100,000	100,000	...	100,000
	27,275	100	2,727,500	2,727,500	...	2,727,500	54	126,027 88
	1,000	100	100,000	100,000	...	100,000
	150	100	15,000	15,000	...	15,000
	644,088	100	64,408,885	64,408,885	...	64,408,885	...	4,608,022 00
	10,000	100	1,000,000	842,500	...	842,500	5	42,125 00
Total..	1,333,885	...	\$117,883,025	\$104,538,689	...	\$103,558,688	...	\$5,564,942 37

STEAM ROADS—TABLE No. 3—Continued.

STEAM RAILROADS.	Issued for Cash.	Issued for Construction of New Properties.	Issued for Additions and Betterments.	Issued for Purchase of Railway or Other Property.	Issued for Acquisition of Securities.	Issued for Reorganization.	Issued During Year.	Issued During Year.	Total Number of Shares Outstanding.	Total Cash Realized.
New Jersey, Indiana & Illinois Railroad Co.	1,000					300,000			1,000	\$100,000
New York, Chicago & St. Louis Railroad Co.						100,000			300,000	
Peoria & Eastern Railway Co.	940,000								100,000	
Pennsylvania Co.	1940,000				300,000				1,600,000	
Pere Marquette Railroad Co.						285,000	676		285,000	
& St. Louis Railway Co.	117,649				55,855	434,431	15,076		651,720	11,764,900
2442									2442	24,460
(Issue prior to Receivership)		60,000			43,000	1,700,000			1,800,000	
Railroad Co.									110,000	6,000,000
200,000						200,000			200,000	
146,006						146,006	4		146,006	
924,004					404,004	520,000	218		924,004	
Total	2,972,028	169,186	40,000	744,658	999,943	4,431,842	108,960	32,500	10,524,214	\$225,173,523
SWITCHING ROADS.										
Baltimore & Ohio—Chicago Terminal Railroad Co.	35			79,965					80,000	\$80,000,000
Bedford & Wallner Railroad Co.									500	7,500
Chicago & South Bend Railroad									500	50,000
capital stock issued	24,500								24,500	2,450,000
24,500									1,000	
Total.....	24,535			79,965					106,500	\$82,507,500

NON-OPERATING ROADS.									
		30,000						40,000	30,000
		2,500							40,000
		500							2,500
		10,000							500
	90,000								10,000
	100,000								90,000
									100,000
	894							12,500	12,500
								71,158	71,247
	1,000								43,732
									1,000
								27,275	27,275
		1,000							1,000
									150
	115,000							82,143	644,088
	1,617							6,808	8,425
Total	307,708	44,219	446,946				239,883	16,541	1,083,486
									\$30,820,653

*Stock dividend.

†Includes 60,000 equipment shares.

	15,500,000	13,985,100	102,000	13,983,100	504,200	504,200
	105,194,504	132,875,830	581,000	132,294,830	5,111,704	5,162,602
	100,025,000	91,983,145	23,042,000	..	68,941,145	2,997,129	2,826,015
		65,808,166	16,101,800	..	65,808,166	2,670,965	2,724,568
1, 1911, known as		259,516,800	..	250,000	241,165,000	11,126,921	11,288,533
	
	28,577,000	28,577,000	450,000	..	28,127,000	981,015	984,590
	22,200,000	19,811,094	9,844,882	..	19,811,094	917,281	818,980
		126,771,087	116,926,193	4,854,305	4,854,305
Total .	\$1,088,636,404	\$1,075,522,441	\$96,343,549	\$10,555,230	\$1,545,239,772	\$61,450,500	\$60,867,749
SWITCHING ROADS.							
airroad Co	\$50,000,000	\$29,044,000	\$29,044,000	\$1,172,200	\$52,200
unded debt.)
(No funded debt)
	1,000,000	928,000	..	\$72,000	928,000	41,793	41,805
	26,000,000	6,725,000	6,725,000	269,000	269,000

	40,000	40,000	40,000	2,400	2,400
Total	\$76,040,000	\$36,737,000	..	\$72,000	\$36,737,000	\$1,485,393	\$365,405

STEAM ROADS—TABLE No. 4—Continued.

FUNDED DEBT.

RECAPITULATION OF CAPITALIZATION AND FUNDED DEBT.			CURRENT ASSETS AND LIABILITIES.—BALANCE.			
Total Par Value Outstanding— Capital Stock, Funded Debt	Assignment to Railways.	Amount Per Mile of Line		Cash and Current Assets.	Current Liabilities.	Balance.
		Miles	Amount Per Mile.			
\$50,000	\$50,000	2 96	\$16,892 00	\$95,153 26	\$85,706 86	\$19,446 40
1,620,000	1,620,000	117 58	13,778 00	16,384 60	1,639,646 26	1,611,191 76
10,804,370	10,804,370	260 89	41,445 00	313,125 79	1,490,854 44	1,167,728 65
71,895,332	71,895,332	619 19	87,763 00	3,163,027 24	2,163,430 51	999,596 73
22,400,000	22,400,000	249 57	89,755 00	459,066 38	292,406 65	166,660 73
574,100	574,100	38 43	14,938 00	2,100 00	130,771 33	128,671 38
44,553,348	44,553,348	335 46	132,813 00	2,086,970 56	5,413,578 04	3,326,607 48
33,225,000	33,225,000	508 79	65,301 00	1,639,662 81	1,163,630 30	365,932 51
14,188,750	14,188,750	350 77	40,450 00	463,818 31	349,902 92	152,335 96
2,025,000	2,025,000	52 53	49,971 00	7,106,750 78	3,263,521 54	3,815,239 24
85,968,675	85,968,675	372 76	230,633 00	7,061,174 38	9,857,113 60	2,796,939 22
144,157,672	144,157,672	1,803 96	79,912 00	3,433,598 09	2,169,003 34	1,264,594 75
20,000,000	20,000,000	237 65	87,854 00	1,362,316 89	552,535 70	809,781 19
15,530,716	15,530,716	320 93	48,385 00	877 42	17,734,763 36	158,624 96
57,784	57,784	8 43	8,917 00	17,918,377 58	183,626 20	392 90
16,408,780	16,408,780	431 59	37,977 00	310,533 91
26,372,000	26,372,000	330 91	79,695 00
306,736,700	306,736,700	2,191 51	139,966 00	1,067,104 05	3,164,055 23	630,444 80
12,000,000	12,000,000	176 93	67,824 00	26,223,414 26	27,681,764 36	1,458,350 10
34,657,872	34,657,872	710 06	48,810 00	40,518,954 78	6,017,290 56	34,501,664 22
218,619,708	218,619,708	4,334 23	49,693 00	18,199 38	9,216 92	4,976,524 16
215,339,757	215,339,757	11 00	22,372 00	105 00
246,000	246,000

STEAM ROADS—TABLE No. 4—Continued.

RECAPITULATION OF CAPITALIZATION AND FUNDED DEBT.				CURRENT ASSETS AND LIABILITIES.—BALANCE.			
Total Par Value Outstanding. Capital Stock Funded Debt.	Assignment to Railways	Amount Per Mile of Line		Cash and Current Assets.	Current Liabilities.	Balance.	Materials and Supplies on Hand.
		Miles.	Amount Per Mile.				
Ill. & M. Ry. Co.	\$60,267,480	1,080.49	\$55,778.00	\$18,038,169.00	\$21,434,397.00	\$3,398,228.00	\$2,849,027.00
Ill. & M. Ry. Co.	350,000	11.84	29,561.00	18,307.24	16,035.36	2,271.88	576.00
Ill. & M. Ry. Co.	59,057,000	533.21	110,757.00	6,942,383.14	2,472,769.29	4,469,613.85	887,586.44
Ill. & M. Ry. Co.	23,985,100	337.92	70,979.00	800.00	96,465.00	95,665.00	
Ill. & M. Ry. Co.	212,875,830	2,089.08	57,672.00	10,797,699.07	16,994,295.92	6,196,596.85	3,052,273.43
Ill. & M. Ry. Co.	120,483,146	1,114.55	117,518.00	4,798,796.33	3,121,962.83	1,671,842.50	1,228,922.92
St. Louis Rail- road Co. (funded debt)	130,980,191	1,114.55	117,518.00	10,180,543.19	3,854,306.93	6,326,236.26	2,442,101.61
St. Louis Rail- road Co. (Subsequent to Chicago, Terre Haut Co.)	439,516,800	4,760.21	92,332.00	31,585,012.00	10,231,621.00	21,353,391.00	3,837,425.00
Syracuse & Milford Railway Co.							
Toledo, St. Louis & Western Railroad Co.	48,577,000	450.72	107,776.00	1,596,385.63	874,006.44	722,379.18	174,998.40
Vandalia Railroad Co.	34,417,694	650.71	52,892.00	2,816,143.71	1,370,019.66	1,446,124.05	919,587.53
Wabash Railroad Co.	219,171,513	2,041.38	107,365.00	3,469,184.94	6,592,498.41	3,124,313.47	1,001,622.97
Total	\$2,647,754,298	26,724.07	\$59,142.00	\$203,060,350.10	\$150,028,456.93	\$103,870,893.62	\$32,880,717.27

SWITCHING ROADS.									
	\$37,044,000	\$37,044,000	83 92	\$441,420 40	\$1,109,836 61	\$3,374,033 37	\$1,104,190 76	\$317,943 81	
	50,000	50,000	4 51	11,080 00	1,459 51	5,908 10	4,508 59	4,686 72	
	928,000	928,000	5 16	179,845 00	225,584 67	101,823 73	153,741 94	55,448 14	
	9,176,000	9,176,000	44 26	207,362 00	1,341,649 00	3,193,078 00	1,851,439 00	31,221 00	
	90,000	90,000			9,202 80	4,347 48	4,915 32		
Total.. ..	\$47,237,000	\$47,237,000	137 84	\$839,897 40	\$2,687,702 59	\$5,579,240 68	\$3,178,791 61	\$400,297 67	
NON-OPERATING ROADS.									
	\$9,247,450	\$9,247,450	262 96	\$35,175 00	\$3,190,697 49	\$12,918,652 37	\$3,175,423 71		
	49,000,000	49,000,000	921 44	53,178 00		15,273 76			
	600,000	600,000	4 19	143,198 00		8,760 00			
	50,000	50,000	2 13	23,474 00					
	1,600,000	1,600,000	43 02	37,192 00	5,560 81	562,369 31	566,898 50		
	18,000,000	18,000,000	274 14	65,660 00	466,892 49	870,730 08	413,837 59		
	44,500,000	44,500,000	1,299 85	34,236 00					
	2,400,000	2,400,000	91 39	26,261 00					
	15,018,753	15,018,753	360 85	41,620 00	3,860 00	2,127,278 77	2,123,428 77		
	4,104,786	4,104,786	85 83	47,825 00					
	2,727,548		97 53	27,960 25					
	1,750,000	1,750,000	59 70	29,313 00					
	268,000	268,000	18 26	14,676 00					
	76,818,885	76,818,885	470 58	163,258 00	14,434,880 95	8,407,836 56	6,027,044 39		
Total.. ..	\$226,085,422	\$223,357,874	3,991 82	\$743,031 25	\$18,091,681 74	\$24,940,865 87	\$12,326,562 96		

STEAM ROADS—TABLE No. 5.
INCOME—OPERATING REVENUE—FROM TRANSPORTATION AND OTHERWISE.

OPERATING ROADS.	STATE OF INDIANA.						Extra Line.
	From Freight.	From Passenger Service, Train Revenue.	Switching and Other Special Train Service.	Total Revenue From Transportation.	From Operation Other Than Transportation.	Total Operating Revenue, State of Indiana.	
	\$4,892,084 97	\$1,630,437 82	\$88,709 99	\$6,606,232 78	\$57,076 72	\$6,663,309 50	\$19,569,362 53
	34,854 37	31,058 33	2,030 00	34,854 37	777 00	34,854 37	34,854 37
	140,057 64	257,845 65	3,329 14	173,145 97	2,062 41	173,922 97	173,922 97
	992,287 92	364,549 07	16,806 93	1,251,512 71	8,874 96	1,253,575 12	1,532,738 87
	1,507,441 38	691,564 26	28,318 21	1,888,597 37	35,508 83	1,897,472 33	12,281,344 27
	2,389,809 52	296 71	11,253 45	3,109,991 99	13,673 24	3,145,500 83	5,263,762 61
	2,10,958 74	214,598 04	12,749 84	2,526,180 46	59,623 31	2,639,863 70	11,815 95
	2,298,831 98	1,894,932 19	57,138 94	5,833,075 59	1,619 27	5,839,863 70	3,686,755 94
	3,881,004 46	106,261 29	6,455 63	635,197 83	2,805 13	638,817 10	\$,185,378 62
(Prior to Ry. Co.)	622,480 91	33,812 19	9,365 88	65,185 72	8,387 26	67,990 85	832,240 47
	31,373 53	426,902 12	236,672 72	1,465,391 31	91,749 85	1,477,997 24	67,990 85
Way Co.	1,030,123 81	3,802,638 28	79,011 08	11,753,925 78	15,586 50	11,845,976 63	9,570,281 69
	7,714,514 78	72 83		1,907,372 94		1,922,959 44	30,647,621 90
Evansville	1,828,289 04						8,053,689 90
	1,621,046 93	852,762 26	106,385 06	2,579,194 25	19,870 76	2,599,065 01	2,599,065 01
	10,124 76	2,784 30	4 00	12,893 06	21 55	12,914 61	12,914 61
	887,902 20	440,921 18	11,951 39	1,340,774 77	8,542 08	1,349,316 80	5,071,127 65
	936,770 37	463,051 45	2,542 59	1,401,364 41	4,280 85	1,405,645 26	6,339,112 56
	157,587 26	61,312 48	130,878 81	349,778 55	2,579 53	352,358 08	60,977,031 49
	360,042 91	196,267 27	4,738 05	761,028 83	3,225 22	764,254 05	1,111,706 08
	2,203,482 32	583,360 93	35,822 36	2,822,465 60	17,788 59	2,840,254 09	5,468,611 92
	5,083,560 24	3,297,225 92	31,735 88	9,012,522 04	31,702 25	9,044,224 29	48,452,125 61
	480,861 79	222,442 13	17,176 52	720,480 44	4,687 25	724,663 00	53,993,740 78
	14,948 18	12,500 45		27,448 63		27,448 63	27,448 63
	1,281,238 00	711,777 00	61,067 00	2,054,072 00	32,145 00	2,086,217 00	29,766,836 00
	45,748 16	1,252 85	955 00	47,957 01	344 00	48,301 01	48,301 01
	2,557,563 26	509,723 35	44,468 92	3,111,855 53	12,180 26	3,124,035 79	11,181,158 85

.....	1,142,194 17	402,417 41	22,989 85	1,567,801 43	10,808 87	1,578,408 30	3,508,587 59
.....	6,043,895 70	2,678,220 63	182,528 55	8,904,644 88	62,703 60	8,967,948 48	51,042,440 08
.....	403,696 31	290,441 71	817 17	649,955 19	1,789 30	996,712 68	15,936,808 12
o & St. Louis Railway Co	14,089,952 50	5,581,950 21	241,279 73	19,893,182 44	132,648 32	20,026,830 76	38,924,315 51
.....	15,562 57	26,252 28	323 45	42,138 30	606 46	42,804 76	42,804 76
.....	1,271,555 90	482,719 04	35,123 72	1,789,398 86	13,059 63	1,802,458 29	60,345,062 64
.....	751,069 74	124,543 91	1,889 36	877,503 01	1,180 84	878,683 85
o. (Not reported)
ailroad Co	1,172,118 03	173,573 65	80,684 90	1,426,376 58	9,140 86	1,435,517 44	3,777,677 48
.....	3,983,539 96	1,894,160 23	95,910 28	5,673,600 48	39,929 26	5,713,529 72	10,422,411 41
.....	2,866,876 76	1,291,134 66	60,869 82	4,218,881 24	30,638 88	4,249,510 12	29,884,037 40
Total	\$75,454,628 56	\$29,414,971 55	\$1,704,381 36	\$106,527,026 48	\$769,119 27	\$107,344,896 84	\$536,944,575 09

SWITCHING ROADS.							
Railroad Co	\$1,451,102 18
(reported).	2,925 98
o	\$18,480 00	\$18,480 00	\$18,480 00	18,480 00
.....	20,201 86	20,201 86	20,201 86	20,201 86
.....	492,542 49	492,542 49	42,483 94	495,026 43	495,026 43
.....	887,452 00	887,452 00	186 58	888,111 00	2,427,978 00
.....
.....	12,107 50	12,107 50	12,107 50	12,107 50
Total	\$1,380,783 86	\$1,380,783 86	\$2,670 53	\$1,401,926 79	\$4,427,821 93

STEAM ROADS—TABLE No. 5—Continued.

OPERATING ROADS.	STATE OF INDIANA.						ENTIRE LINE.
	From Freight.	From Passenger Service, Train Revenue.	Switching and Other Special Train Service.	Total Revenue, From Transportation.	From Operation Other Than Transportation.	Total Operating Revenue, State of Indiana.	
NON-OPERATING ROADS.	\$2,802,293 86	\$430,972 61	\$33,451 64	\$3,554,718 11	\$11,980 01	\$3,566,648 12	\$6,904,080 81
	1,099,791 11	991,465 21	60,253 35	3,051,614 67	46,146 71	3,096,661 38	12,047,332 59

Pittsburgh, Ft. Wayne & Chicago Railway Co. (From Lessor)
South Chicago & Southern Railroad Co. (Not reported)
Total.....	\$4,892,084 97	\$1,632,437 82	\$93,700 99	\$6,606,332 78	\$67,076 72	\$6,663,309 50	\$25,152,361 53
							5,160,902 46

*Subsequent to January 1, 1911, known as Chicago, Terre Haute & Southern Railway Company.

STEAM ROADS—TABLE No. 5—Continued.

	Deficit.	OUTSIDE OPERATIONS.		Taxes.	Total Other Income.	Gross Corporate Income.	Gross Corporate Loss.	Deductions From Gross Corporate Income.
		Net Revenue	Deficit.					
Lake Erie & Western R. Co.	..		\$56,464 20	\$2,671,290 22	\$5,348,844 85	\$19,741,893 75	-	\$3,565,561 06
Lake Shore & Michigan Southern Ry. Co.			49,558 80	15,571 79	176,089 45	-	515,314 50
Louisville & Nashville R. Co.			..	225,998 15	115,022 86	898,410 24	-	1,135,879 99
Louisville, New Albany & Corydon R. R. Co.			60,087 25	1,720,182 33	11,110,953 17	23,061,483 15	-	10,625,798 44
Michigan Central R. R. Co.		40,403 41	..	1,789,718 37	2,647,893 46	16,412,486 77	-	7,857,154 06
New Jersey, Indiana & Illinois R. R. Co.	1,597 42	..	12,234 84	-	9,867 08
New York, Chicago & St. Louis R. R. Co.			40,732 00	1,345,020 00	1,303,164 00	7,343,451 00	-	6,639,855 00
Peoria & Eastern Ry. Co.			..	2,277 58	312 42	22,099 63	-	14,203 55
Pennsylvania Co.			20,523 05	354,717 68	264,834 00	2,883,788 17	-	2,031,428 24
Pere Marquette R. R. Co.			61,489 30	114,872 92	29,081 63	689,871 36	-	914,490 24
Pittsburgh, Cincinnati, Chicago & St. Louis R. Co.			75,600 74	2,241,231 61	13,187,422 80	27,077,232 16	-	28,419,331 00
Southern Indiana Ry. Co.			10,476 45	1,628,654 82	759,223 53	10,005,031 42	-	9,407,799 67
Southern Indiana Ry. Co.			42,027 75	2,212,967 87	3,775,839 86	20,939,116 50	-	16,535,158 72
St. Louis & Milford Ry. Co.			3 33	41,571 00	127,968 35	313,098 78	-	34,568 15
St. Louis & West- ern Ry. Co.			..	171,052 18	235,861 49	1,234,473 29	-	1,140,076 15
St. Louis & West- ern Ry. Co.			..	332,694 89	126,208 44	2,154,783 52	-	1,636,941 99
St. Louis & West- ern Ry. Co.			23,894 65	920,572 51	708,578 74	7,279,665 87	-	7,590,526 00
Total	\$180,647 09	\$40,485 43	\$517,529 84	\$19,985,388 80	\$43,439,133 46	\$185,849,521 39	\$247,313 23	\$127,576,904 43

SWITCHING ROADS.										
Baltimore & Ohio—Chicago Terminal R. R. Co.	\$1,226,656 52	\$224,445 62	\$3,626 13	\$10,470 74	\$220,741 50	\$831,218 41	\$845,393 31		\$1,332,892 41	
Bedford & Wallner R. R. Co.	6,652 09				1,132 14					
Chicago & South Bend R. R.	15,691 04	2,788 96				565 85	3,354 81		1,154 95	
Elwood, Anderson & La- pel R. R. Co.	17,318 00	2,883 86			1,761 00		1,122 86		120 00	
Indianapolis Union Ry. Co.	495,026 43	495,026 43			104,560 58	445,147 14	340,586 56		262,511 04	
Indiana Harbor Belt R. R. Co.	2,001,763 00	426,215 00		195 60	65,095 00	291,325 00	662,005 00		764,874 00	
Muncie & Western R. R. Co.										
Muncie Belt Ry. Co.	8,872 07	3,235 43			1,309 27	5,355 11	7,326 03		2,400 00	
Total	\$3,771,979 15	\$1,154,595 30	\$3,626 13	\$10,666 34	\$394,599 49	\$1,563,611 51	\$1,859,788 57		\$2,363,952 40	

STEAM ROADS—TABLE No. 5—Continued.

INCOME—OPERATING REVENUE—FROM TRANSPORTATION AND OTHERWISE.

OPERATING ROADS	BALANCE FOR YEAR TO—		Debit Deductions For Year.	Credit Additions For Year.	BALANCE JUNE 30, 1910.		Balance June 30, 1911.
	Credit Profit and Loss.	Debit Profit and Loss.			Credit.	Debit.	
	\$19,446 40	\$116,239 61	\$21,430 99	\$111 05	\$21,430 99	\$1,038,973 27	\$19,446 40
		681,495 92	105 91				1,185,207 74
	19,027 61	486,680 09	126,278 24	129,226 55	810,922 85		661,495 92
		17,266 28	23,525 96	510,206 05			813,871 16
		77,146 28	581,587 42	22,589 79	423,964 13	47,129 95	64,416 23
(Prior to Jan- Railway Co.)	712,324 73		1,963,400 00	1,379,624 60	5,354,712 08	108,549 33	212,159 78
	152,132 14	2,707 78	108 00	311 82	152,132 14		5,463,261 41
		661,045 71	11,866,109 92	398,296 11		2,707 78	152,335 96
y Co	275,579 94		949,833 54	86,629 61	2,446,821 89	10,582,324 86	22,711,184 58
ville & Indian-	86,241 91		462,965 68	518 26	1,683,154 00		1,559,197 90
	283,658 40		339,268 78	19,067 98	1,300,700 48		1,306,948 48
	79 60		70 60				1,264,177 98
	37,340 13		93,790 46				
	3,361,209 97	177,140 52	1,228,072 05	1,817,183 59	240,075 52		183,625 20
		339,225 05	79 73	17,893 44	24,026 61		153,113 91
		237,469 75	3,181 05	1,570 52	2,833,643 18		6,783,964 60
	3,436,386 71		3,934,960 09	1,613,960 31	13,903 67	1,869,410 18	1,910,821 52
	8,555,332 71		5,813,854 73	542,609 30	28,546,490 66		225,176 61
	423 66				27,462,794 03		29,661,877 69
		670,684 00	1,257,077 00		3,445 85		31,246,881 31
	7,896 08			105 05	10,321,135 00		8,368,874 00
	832,356 93		711,153 28	98,000 00	2,382,598 33	12,042 49	4,641 36
		224,609 07	59 99	268 97	342,457 87		2,621,769 98
							118,047 28

STEAM ROADS—TABLE No. 5—Continued.

	BALANCE FOR YEAR TO—		Debit Deductions For Year.	Credit Additions For Year.	BALANCE JUNE 30, 1910.		Balance June 30, 1911.
	Credit Profit and Loss.	Debit Profit and Loss.			Credit.	Debit.	
OPERATING ROADS.							
... ..	\$657,851 16	\$1,813,761 03	\$159,050 85	\$437,010 33	\$3,213,135 67		\$9,148,046 31
...	818,676 43	8,581 35	...	\$156,456 56	2,780,212 67
... ..	600,231 75	...	878,598 81	1,025,266 15	4,207,079 26	...	4,953,980 35
... ..	1,830 71	1,330 71
... ..	5,403,957 78	...	3,000,000 00	356,047 39	8,685,959 91	...	11,445,965 08
... ..	273,530 63	926,847 31	...	1,205,177 94
... ..	72,797 14	...	439,810 42	206,081 13	3,076,018 70	...	2,931,289 41
... ..	152,029 03	...	468,769 13	215,928 19	1,030,638 89	...	714,498 79
...	410,860 13	3,001,788 95	2,930,212 91	6,126,933 80
Total	\$24,968,759 12	\$5,896,351 22	\$37,693,826 00	\$8,977,117 43	\$110,502,903 92	\$16,468,407 33	\$156,295,482 08
SWITCHING ROADS.							
Baltimore & Ohio—Chicago Terminal Railroad Co	\$457,499 10	\$517,561 34	\$122,360 13	...	\$106,685 36	\$501,886 57
Bedford & Wallner Railroad Co (Not reported)	\$2,196 86	...	1,154 95	3,354 81	\$3,820 76	...	6,020 62
... ..	78,075 52	2,997 14	387,821 43	...	55,653 08	...	52,655 94
...	102,869 00	...	20,898 51	416,793 51	...	126,946 11
... ..	4,926 03	1,587,693 00	1,690,582 00
Total	\$85,201 41	\$593,365 24	\$906,537 72	\$146,613 46	\$623,792 24	\$1,694,378 36	\$2,430,522 16

STEAM ROADS—TABLE No. 6.
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TRAFFIC AND MILEAGE STATISTICS.

	7,964 60	27,105 98	36,049 98	16,633 88	37,537 39	55,894 36
	2,059 90	4,614 07	6,851 88	3,424 21	4,769 45	8,214 01
St. Louis Railway Co.	7,474 69	18,043 40	26,521 89	7,504 98	19,012 21	27,023 12
	807 69	360 24	990 85	607 69	360 24	990 85
	2,774 28	5,609 08	8,589 37	2,015 53	5,309 21	7,525 92
(Subsequent to January 1, 1911, known						3,710 19
with Eastern Railway Co.)	802 27	3,171 35	3,710 19	602 27	3,171 35	
(Not reported)						
ailroad Co.	1,352 50	6,843 54	8,381 43	1,353 09	6,846 48	8,355 03
	3,951 69	8,389 55	12,598 60	3,170 42	7,922 40	11,362 97
	3,610 80	8,017 53	11,684 21	3,610 80	8,017 53	11,684 21
Total	61,311 15	\$289,897 28	\$398,922 24	\$118,855 86	\$301,702 80	\$424,481 31
Baltimore	\$4,355 09	\$19,721 40	\$24,319 59	\$4,356 83	\$19,721 08	\$24,319 16
Baltimore	4,203 06	8,363 68	13,007 69	4,117 72	8,305 47	12,860 96
Total	\$8,558 75	\$28,085 08	\$37,327 28	\$8,474 55	\$28,026 55	\$37,180 12

STEAM ROADS—TABLE No. 7.

OPERATING EXPENSES—ENTIRE LINE.

OPERATING ROADS.	Ratio of Operating Expenses to Operating Revenues, Per Cent., Entire Line.	Maintenance of Way and Structures.	Ratio to Total Operating Expenses, Per Cent.	Maintenance of Equipment.	Ratio to Total Operating Expenses, Per Cent.	Traffic Expenses.	Ratio to Total Operating Expenses, Per Cent.	Transportation Expenses.	Ratio to Total Operating Expenses, Per Cent.	General Expenses.	Ratio to Total Operating Expenses, Per Cent.	Total Operating Expenses.
Baltimore & Ohio R. Co.	75 05	\$2,051,112 34	13 97	\$3,725,285 69	25 35	\$552,048 01	3 76	\$7,880,726 83	53 66	\$474,560 07	3 23	\$14,686,732 84
Bedford Stone Ry. Co.	34 68	4,43 21	33 45	4,347 14	35 06	7,144 29	3 64	3,245 47	26 85	451 93	8 74	12,087 75
Central Indiana Ry. Co.	112 79	46,626 90	24 70	45,164 05	23 02	66,805 94	3 98	82,835 11	41 97	12,905 01	6 53	196,175 36
	109 35	342,675 85	20 45	354,030 76	21 12	86,805 94	3 98	852,167 88	50 85	60,417 83	3 60	1,676,098 25
	67 94	1,152,561 58	18 81	1,977,032 36	23 69	279,781 72	3 35	4,538,010 96	54 39	396,985 91	4 76	8,344,463 43
	81 90	554,837 11	12 81	1,023,741 28	23 62	239,683 47	5 53	2,402,732 33	55 40	114,881 80	2 64	4,335,655 99
	227 25	13,052 60	48 61	2,696 01	10 04	405 94	1 51	8,657 66	32 24	2,039 07	7 60	26,851 27
	78 06	517,935 15	18 60	741,008 44	25 75	101,518 59	3 53	1,411,092 71	49 04	105,824 87	3 66	2,877,379 76
	68 81	799,007 53	18 77	878,721 75	20 64	201,556 08	4 73	2,193,183 83	51 52	184,693 48	4 34	4,257,162 67
	70 61	89,473 65	15 23	162,618 31	27 68	17,297 65	2 94	271,956 75	46 28	48,259 98	7 87	587,806 34
	63 50	13,225 90	20 90	8,403 74	12 20	1,309 77	2 06	33,815 16	53 29	6,694 14	10 55	63,448 71
	77 31	834,461 91	11 27	1,702,726 91	23 02	268,323 49	3 63	4,342,891 63	58 67	252,184 66	3 41	7,396,588 60
	77 67	3,871,695 08	16 25	5,292,012 04	23 22	970,517 65	4 80	12,988,568 45	54 51	700,427 10	2 94	23,818,520 32
	65 65	931,773 57	17 62	1,541,015 63	29 14	48,944 47	93	2,573,963 89	48 63	191,924 74	3 63	5,287,634 29

Ferdinand R. R. Co	67 49	359,804 28	20 51	370,074 78	21 10	67,070 91	3 83	877,063 19	50 00	80,030 85	4 56	1,754,084 01	100
Grand Rapids & Indiana Ry. Co	85 43	2,330 11	21 00	1,695 65	15 40	173 88	1 06	6,141 56	53 07	701 59	5 03	11,032 79	100
Grand Trunk Western Ry. Co	80 12	658,823 69	16 24	863,459 38	21 01	144,546 59	3 56	2,228,232 81	54 84	176,641 67	4 35	4,052,734 14	100
Illinois Central R. R. Co	74 77	654,600 97	13 61	951,231 72	20 07	221,318 62	4 67	2,789,621 69	57 90	173,077 09	3 65	4,739,850 08	100
Indianapolis Southern R. R. Co	71 92	7,523,295 47	17 15	12,317,364 33	28 09	1,334,163 08	3 04	21,333,834 75	48 65	1,347,570 50	3 07	42,856,228 13	100
Lake Erie & Western R. R. Co	81 10	227,229 07	25 20	177,968 53	19 74	29,978 33	3 32	444,695 83	49 23	21,756 81	2 41	901,628 57	100
Lake Shore & Michigan Southern R. R. Co	81 54	913,937 64	20 51	1,065,537 06	23 68	176,546 23	3 96	2,164,032 74	48 55	147,122 83	3 30	4,457,226 39	100
Louisville & Nashville R. R. Co	71 66	7,928,832 96	22 83	7,580,622 19	21 83	1,144,372 25	3 30	17,110,969 23	49 28	956,829 89	2 76	34,721,326 05	100
	71 29	9,178,192 27	23 85	9,490,759 30	24 67	1,124,598 79	2 92	17,598,595 03	45 71	1,097,677 22	2 85	38,479,822 61	100
	49 60	3,636 36	26 06	119 29	80			5,702 60	42 37	4,158 03	30 23	13,616 37	100
New Jersey, Indiana & Illinois R. R. Co	75 20	4,042,539 00	18 10	4,314,404 00	19 44	848,955 00	3 80	12,503,868 00	58 00	593,021 00	2 66	22,329,787 00	100
New York Chicago & St. Louis R. R. Co	50 18	4,651 34	19 19	1,848 18	7 63	470 49	1 68	10,508 10	43 35	6,823 11	28 15	24,236 22	100
Peoria & Eastern Ry. Co	73 22	1,268,514 36	15 49	1,426,014 90	17 42	595,314 76	7 27	4,710,529 95	57 48	195,590 01	2 39	8,186,963 98	100
Pennsylvania Co	77 83	501,645 81	18 36	590,394 34	21 60	70,425 92	3 58	1,438,241 61	54 82	72,202 27	2 84	2,732,919 95	100
Pere Marquette R. R. Co	69 28	5,892,236 64	16 91	8,899,119 22	25 54	931,500 82	2 67	18,068,212 92	51 90	1,038,760 19	2 98	34,849,559 79	100
Pittsburgh, Cincinnati & Lake Erie Ry. Co	80 43	2,123,295 51	16 51	2,650,859 38	19 84	467,789 60	3 64	7,392,092 04	56 71	424,372 68	3 30	12,868,410 21	100
Southern Indiana Ry. Co	72 04	4,692,435 34	17 63	7,134,965 26	25 45	860,712 15	3 07	14,552,221 98	51 91	796,040 61	2 84	28,029,376 34	100
Syracuse & Milford Ry. Co	89 39	7,468 94	19 51	6,722 51	17 56	766 78	2 03	21,645 00	56 56	1,643 09	4 24	38,266 31	100
Toledo, St. Louis & Western R. R. Co	67 82	7,464,916 42	18 34	9,460,756 74	23 12	1,549,403 98	3 79	20,662,085 34	50 48	1,789,627 10	4 37	40,926,730 08	100
Vandalia R. R. Co	74 20	95,801 75	14 66	238,976 45	36 65	9,771 67	1 50	283,872 89	43 54	23,759 98	3 65	651,982 74	100
Wabash R. R. Co		4,341 68	...	20,692 27	...			8,604 70	...	1,005 65	...	34,934 39	100
Total	81 26	\$70,481,683 08	...	\$32,149,597 05		\$13,681,167 02		\$201,302,309 59	...	\$12,740,915 55		\$390,265,044 78	

STEAM ROADS—TABLE No. 7—Continued.

SWITCHING ROADS	Ratio of Operating Expenses to Operating Revenues, Per Cent., Entire Line.	Maintenance of Way and Structures.	Ratio to Total Operating Expenses, Per Cent.	Maintenance of Equipment.	Ratio to Total Operating Expenses, Per Cent.	Traffic Expenses.	Ratio to Total Operating Expenses, Per Cent.	Transportation Expenses.	Ratio to Total Operating Expenses, Per Cent.	General Expenses.	Ratio to Total Operating Expenses, Per Cent.	Total Operating Expenses.
Baltimore & Ohio—Chi- cago Terminal R. R. Co.....	84.83	\$202,270 72	16.48	\$221,002 61	18.02	\$9,066 69	.74	\$744,596 70	60.95	\$46,719 80	3.81	\$1,226,656 82
Bellford & Wallner R. R. Co.....	1,190 51	327 87	1,735 04	2,603 67	6,652 09
Chicago & South Bend R. R.....	5,540 31	35.30	768 86	4.90	8,143 15	51.90	1,238 72	7.90	15,691 04
Elwood, Anderson & Lapel R. R. Co.....	85.72	3,564 10	20.58	4,757 39	27.47	6,199 46	35.80	2,797 05	16.15	17,318 50
Indianapolis Union Ry. Co.....	91,028 13	18.38	60,710 94	12.27	329,869 27	66.64	13,418 09	2.71	495,026 43
Indiana Harbor Belt R. R. Co.....	82.45	341,900 00	17.08	304,807 00	15.23	32,214 00	1.61	1,251,952 00	62.54	70,890 00	3.54	2,001,763 00
Muncie & Western R. R. Co.....	73.28	3,056 23	34.45	317 51	3.58	41	4,780 28	53.88	681 25	7.68	8,872 07
Muncie Belt Ry. Co....
Total.....	81.57	\$747,550 00	\$592,692 18	\$41,317 49	\$2,347,275 90	\$138,348 58	\$3,771,979 95
NON-OPERATING ROADS.												
Baltimore & Ohio & Chicago R. R. Co.....	70.70	\$760,043 08	15.57	\$1,410,417 00	28.90	\$145,166 27	2.97	\$2,419,106 57	49.56	\$146,605 86	3.00	\$4,881,338 78
Baltimore & Ohio South- western R. R. Co.....	77.18	1,225,565 69	13.18	2,198,559 71	23.64	385,692 63	4.15	5,177,479 70	55.68	311,058 12	3.35	9,298,351 85
Total.....	73.94	\$1,985,608 77	\$3,608,976 71	\$530,858 90	\$7,596,586 27	\$457,663 98	\$14,179,690 63

*Prior to January 1, 1911, known as The Southern Indiana Railway Company.

†Subsequent to January 1, 1911, known as Chicago, Terre Haute & Southeastern Railway Company.

STEAM ROADS—TABLE No. 7—Continued.

OPERATING EXPENSES—STATE OF INDIANA.

STEAM ROADS—TABLE No. 7—Continued.

OPERATING ROADS.	Ratio of Operating Expenses to Operating Revenues, Per Cent. State of Indiana	Maintenance of Way and Structures.	Ratio to Total Operating Expenses, Per Cent.	Maintenance of Equipment.	Ratio to Total Operating Expenses, Per Cent.	Ratio to Total Operating	Ratio to Total Operating Expenses, Per Cent.	General Expenses	Ratio to Total Operating Expenses, Per Cent.	Total Operating Expenses.	100
Elgin, Joliet & Eastern Ry Co	66 64	\$221,259 79	17 27	\$367,796 58	28 7		49 47	\$45,473 64	3 55	63,281,365 54	100
Evansville & Terre Haute R. R. Co. and Evans- ville & Indianapolis R. R. Co	67 49 85 43	359,804 28 2,320 11	20 51 21 00	370,074 78 1,095 65	21 1 15 1	3 1	50 00 55 07	80,060 85 701 59	4 56 6 03	1,754,034 01 11,032 79	100 100
Ferdinand R. R. Co	84 87	177,713 99	15 52	240,918 20	21 0	3	56 45	43,902 26	3 83	1,145,194 45	100
Grand Rapids & Indiana Ry. Co	78 39 76 39	152,194 73 56,130 87	13 81 20 84	231,161 37 37,480 04	20 0 13 2	4 2	57 80 61 04	40,249 42 5,461 90	3 65 2 03	1,102,015 14 269,172 46	100 100
Grand Trunk Western Co	80 90	150,868 90	24 40	121,130 19	19 5	3	49 76	15,053 59	2 43	618,253 40	100
R. R. Co. Western	81 54	271,500 37	20 51	544,577 36	23 6	3 96	48 55	75,900 67	3 30	2,299,483 09	100
Lake Erie & Western R. R. Co	72 01	1,385,960 01	21 28	1,389,528 05	21 34	3 28	51 36	178,544 36	2 74	6,512,708 11	100
Lake Shore & Michigan Southern R. R. Co	68 37	117,384 77	23 69	120,129 53	24 25	2 98	46 42	13,178 27	2 65	495,441 27	100
Michigan Central R. R. Co	49 60	3,636 36	26 06	119 29	8 00		42 37	4,158 03	30 23	13,616 37	100
New Jersey Indiana & Illinois R R Co	81 50	305,331 00	17 96	326,201 00	19 19	3 65	56 68	42,849 00	2 52	1,700,310 00	100
New York, Chicago & St. Louis R. R. Co	50 18	4,651 34	19 19	1,848 18	7 63	1 68	43 35	6,323 11	28 15	24,236 22	100
Peoria & Eastern Ry Co.	73 22 77 89	354,423 91 225,675 40	15 49 18 36	396,428 50 265,600 70	17 42 21 60	7 27 2 58	57 43 54 83	54,647 85 32,491 64	3 39 3 64	2,287,437 74 1,229,458 70	100 100

Pennsylvania Co.....	76.58	997,345 15	15.23	1,786,187 57	27.83	201,804 06	3.41	3,264,169 19	50.86	188,973 80	2.94	6,418,479 77	100
Pere Marquette R. R. Co.....	55.87	65,666 95	16.87	91,328 68	23.46	16,529 42	4.25	201,797 45	51.84	13,938 75	3.58	389,261 25	100
Pittsburgh, Cincinnati, Chicago & St. Louis Ry. Co.....	72.82	2,403,420 61	16.48	3,835,157 50	26.30	433,739 20	2.97	7,497,917 24	51.42	413,090 04	2.83	14,583,324 59	100
St. Joseph Valley Ry. Co.....	89.39	7,468 94	19.51	6,722 51	17.56	766 78	2.03	21,645 00	56.56	1,663 08	4.34	38,266 31	100
Southern Ry. Co.....	86.49	292,384 01	18.75	315,727 51	20.25	57,948 45	3.72	832,719 20	53.42	60,000 52	3.86	1,559,001 69	100
Southern Indiana Ry. Co.†.....	74.20	95,601 75	14.66	238,976 45	36.65	9,771 67	1.50	283,872 89	43.54	23,759 98	3.65	651,982 74	100
Syracuse & Milford Ry. Co.....		4,341 68		20,982 27				8,604 79		1,005 65		34,934 39
Toledo, St. Louis & Western R. R. Co.....	69.04	173,330 99	17.49	216,229 86	21.82	41,058 00	4.14	518,862 22	52.36	41,564 06	4.19	991,045 13	100
Vandalia R. R. Co.....	74.42	768,920 13	18.08	1,021,127 95	24.02	151,704 00	3.57	2,185,067 14	51.39	124,978 41	2.94	4,251,797 63	100
Wabash R. R. Co.....	74.84	516,152 34	16.23	692,297 04	21.77	130,687 89	4.11	1,713,931 48	53.89	127,402 49	4.00	3,180,471 24	100
Total.....	81.28	\$13,403,291 06	\$18,850,729 52	\$2,934,215 19	\$39,633,643 62	\$2,560,840 71	\$80,573,941 53
SWITCHING ROADS.													
Baltimore & Ohio—Chicago Terminal R. R. Co. (Not reported).....												
Bedford & Wallner R. R. Co.....		\$1,190 51		\$327 87				\$1,735 04		\$2,603 67		\$6,652 09	100
Chicago & South Bend R. R.....		5,540 31	35.30	768 86	4.90			8,143 15	51.90	1,238 72	7.90	15,691 04	100
Elwood, Anderson & La-pel R. R. Co.....	85.72	3,564 10	20.58	4,757 39	27.47			6,199 46	35.80	2,797 05	16.15	17,318 00	100
Indianapolis Union Ry. Co.....		91,028 13	18.38	60,710 94	12.27			329,869 27	66.64	13,418 09	2.71	495,026 43	100
Indiana Harbor Belt R. R. Co.....	89.21	140,521 00	18.40	149,015 00	19.52	\$11,243 00	1.47	438,183 00	57.37	24,741 00	3.24	763,738 00	100
Muncie & Western R. Co.....												
Muncie Belt Ry. Co....	73.28	3,056 23	34.45	317 51	3.58	36 80	.41	4,780 28	53.88	681 25	7.68	8,872 07	100
Total.....	82.74	\$244,900 28	\$215,897 57	\$11,279 80	\$788,910 20	\$45,479 78	\$1,307,297 63

STEAM ROADS—TABLE No. 7—Continued.

NON-OPERATING ROADS.	Ratio of Operating Expenses to Operating Revenues, Per Cent., Rate of Indiana.	Maintenance of Way and Structures.	Ratio to Total Operating Expenses, Per Cent.	Maintenance of Equipment.	Ratio to Total Operating Expenses, Per Cent.	Traffic Expenses.	Ratio to Total Operating Expenses, Per Cent.	Transportation Expenses.	Ratio to Total Operating Expenses, Per Cent.	General Expenses.	Ratio to Total Operating Expenses, Per Cent.	Total Operating Expenses.
Baltimore & Ohio & Chi- cago R. R. Co.	70.70	\$392,638 26	15.57	\$728,621 42	28.90	\$74,992 90	2.97	\$1,249,710 46	49.56	\$75,736 59	3.00	\$2,521,699 63
Baltimore & Ohio South- western R. R. Co.	77.42	315,666 44	13.17	566,718 87	23.64	99,482 58	4.19	1,335,366 15	55.70	80,184 80	3.30	2,397,418 84
Total	74.06	\$708,304 70	\$1,295,340 29	\$174,475 48	\$2,585,076 61	\$155,921 39	\$4,919,118 47
												100
												100
											

*Prior to January 1, 1911, known as The Southern Indiana Railway Company.
Subsequent to January 1, 1911, known as Chicago, Terre Haute & Southeastern Railway Company.

STEAM ROADS—TABLE No. 8.

FREIGHT TRAFFIC MOVEMENT—STATE OF INDIANA.

(Company's Material Excluded.)

ducks of nimals. ile Tons. B.	Total Tonnage. State of Indiana.
457,512	6,796,794
3,272	79,953
45,671	303,155
29,674	1,246,767
	1,990,911
414,395	19,640
114,696	6,778,383
3,450	3,656,179
89,335	1,321,430
357,441	1,878,199
39,312	8,938,046
91,932	13,611,026
103	3,549,122
33,639	17,276
219,133	1,727,685
16,098	2,380,715
17,928	848,021
71,421	1,175,900
234,112	2,524,624
.....	2,162,510
390	29,641
567,943	5,573,923
190,483	64,021
53,137	2,353,792
..	1,037,055
..

STEAM ROADS—TABLE No. 8—Continued.

OPERATING ROADS.	Products of Agriculture. Whole Tons. A.	Products of Animals. Whole Tons. B.	Products of Mines. Whole Tons. C.	Products of Forest. Whole Tons. D.	Manufac- tures. Whole Tons. E.	Merchan- dise. Whole Tons. F.	Miscellan- eous. Whole Tons. G.	Total Tonnage. State of Indiana.
(Not reported)								
St. Louis Railway Co. (Not reported)	2,692	267	34	1,044	1,659	314	94	7,094
.....	403,285	38,060	926,837	215,800	472,765	132,727	169,756	2,359,290
(Subsequent to January 1, 1911, known Southeastern Railway Co.)	43,958	5,151	1,711,014	37,803	44,324	19,619	17,639	1,879,767
(Not reported)								
.....	214,938	64,892	576,752	115,823	269,215	50,166	15,195	1,306,998
.....	605,935	258,146	4,858,519	540,172	1,611,078	293,083	68,642	8,293,580
.....	375,043	1,173,471	638,760	154,493	480,838	144,353	63,365	2,010,343
Total	10,737,093	3,685,600	41,012,381	6,074,094	17,551,861	3,041,231	4,078,356	86,517,442

STEAM ROADS—TABLE No. 8—Continued.

FREIGHT TRAFFIC MOVEMENT—STATE OF INDIANA.

(Company's Material Excluded.)

PER CEN. OF COMMODITIES, COMPARED WITH TOTAL TONNAGES. (See Columns with Letters at Top of Same in Table No. 8.)									
	A.	B.	C.	D.	E.	F.	G.		
1,218,180	5,531,004	15,195,322	10 14	6 73	33.78	24.16	7.37	4 94	
22,714	57,269	79,933	18.83	1.08	49.95	28.56	1.11	1 61	
149,917	154,239	303,166	7 81	3 66	38.25	24.38	5.43	10.84	
350,030	396,727	1,245,757	8 61	1 49	65.04	10 69	3 27	36	
1,336,376	654,535	12,443,192							
10,813	8,327	19,640							
900,459	5,875,924	7,120,921	8 69	6 11	65.21	13 21		91	
2,241,905	1,414,274	3,656,179	12 16	3 14	46.38	15.88	6 39	7 91	
1,227,638	93,792	1,364,839	2 55	26	87.47	5 19	1 15	1 44	
3,421,512	5,514,534	1,878,199	23 79	4 78	28.79	13 10	6 92	10 24	
7,452,756	6,156,270	23,124,794	12 96	4 00	50 06	17 70	5 17	1 54	
Indianapolis Rail-		18,376,392	3 14	29	55.05	31 22	18	8 50	
3,632,522	358,000	3,541,122	10 41	2 03	67 20	5 73	4 57	70	
9,265	7,861	17,276	16 07	64	12 14	35 43	14 21		
227,799	1,496,987	4,292,633	10 36	1 95	47 96	12 36	23 19	2 48	
78,039	2,304,676	3,533,922	26 64	13 41	10 19	10 10	19 74	4 70	
318,191	529,830	27,468,564	26 61	1 91	14 12	23 91	12 33	11 45	
545,323	830,577	1,231,140	8 40	1 53	36 76	38 64	6 38	7 00	
909,791	1,554,533	4,893,630	19 07	2 63	37 51	7 57	25 35	5 53	
576,331	1,535,189	35,614,808	9 53	3 44	57 57	2 75	26 31	1 10	
12,050	16,991	20,641	12 71	1 11	27 07	28 80	13 61	18 41	
577,917	4,996,008	18,360,369	22 54	10 19	20 05	6 47	29 55	11 19	
20,559	37,462	64,031	71		1 60	28 54	57 73	93	

STEAM ROADS—TABLE No. 9.

TRAFFIC AND MILEAGE STATISTICS—STATE OF INDIANA.

Train Mm.ags.	
Revenue Service.	Non-Revenue Service.
1,845,096	163,453
166,168	3,362
977,909	53,926
835,990	15,266
755,806	14,000
120,034	35,175
1,194,828	120,733
314,594	16,774
103,900	4,085
948,511	170,069
1,288,792	84,476
394,863	24,270
289,366	565
10,775	82,618
811,842	23,003
914,888	2,369
177,123	19,148
542,046	15,111
667,160	208,243
856,354	43,606
243,906	24,244
790,910	27,836
14,823	8,998
249,071	272,975
902,315	6,030
1,610,048	
348,126	

STEAM ROADS—TABLE No. 9—Continued.

OPERATING ROADS.	LOCOMOTIVE MILEAGE.		CAR MILEAGE—REVENUE SERVICE.				Non-Revenue Service Car Miles, Total.	TRAIN MILEAGE.	
	Revenue Service.	Non-Revenue Service.	Freight.	Passenger.	Special.	Total.		Revenue Service.	Non-Revenue Service.
Louis Railway Co	13,520,671	715,398	177,054,616	24,231,546	58,898	201,345,062	1,884,265	10,035,158	495,073
.....	44,336	1,776	33,860	171,544	720	172,284	5,640	138,046	1,776
.....	1,574,630	15,940	14,643,635	3,055,755	4,630	16,704,073	22,973	1,167,845	15,940
.....	577,427	31,663	5,563,763	497,106	1,360	6,061,839	94,316	370,180	28,562
.....	1,062,806	12,901	17,119,590	1,247,164	309	18,367,053	144,145	831,127	10,747
.....	4,282,243	202,369	46,285,247	6,571,690	32,343	52,899,280	1,178,701	3,111,653	187,337
.....	3,056,523	39,281	40,093,800	5,417,364	19,895	46,131,059	183,747	2,449,104	28,903
Total	73,760,411	2,765,830	952,678,661	182,668,737	626,891	1,085,240,899	14,616,492	55,739,945	1,188,383

STEAM ROADS—TABLE No. 9—Continued.

TRAFFIC AND MILEAGE STATISTICS—ENTIRE LINE.

OPERATING ROADS.	Average Receipts per Passenger per Mile.	Passenger Service Train Revenue per Train-Mile.	Average Receipts, Freight, per Ton per Mile.	Freight Revenue per Train-Mile.	Operating Revenue per Train-Mile.	Operating Expenses per Train-Mile.	Average Number of Tons of Freight per Train-Mile.	Average Number of Freight Cars per Train-Mile.	Average Number of Loaded Cars per Train-Mile.	Average Number of Empty Cars per Train-Mile.
.....	.01033	1 06978	.00643	2 27646	1 79359	1 34631	354.07	30.33	20.00	9.16
.....	.01064	.37573	.01106	1 67720	1 04667	1 19053	151.76	12.05	7.53	.07
.....	.01808	71495	.00519	1 68718	1 32636	1 45041	325.05	21.84	14.84	6.00
.....	.01740	1 30241	.00483	2 71029	2 13904	1 43794	561.24	32.37	19.37	12.04
.....	.01732	1 47802	.00431	2 04508	1 79142	1 46726	485.34	35.41	24.17	10.23
ed).....	.01762	.63472	.00444	2 59144	2 04658	1 59729	583.84	40.00	23.28	15.53
(Prior to Jan- airway Co.)..	.01824	1 15417	.00836	2 63121	1 93653	1 33252	317.37	33.92	16.24	6.67
.....	.01924	.64245	.00640	3 01312	2 13419	1 50685	470.63	29.17	15.58	12.65
.....	.01553	.46318	.00528	1 15320	82738	.61067
.....	.01806	91627	.00561	2 35801	1 87397	1 44808	446.30	26.79	17.91	7.93
.....	.01018	1 23883	.00608	2 39483	1 83363	1 43294	434.82	24.42	23.00	10.33
.....	.01923	1 10423	.00924	4 63274	4 90357	3 21943	598.62	32.84	20.19	11.16
.....	.02107	25056	.00924	2 95898	2 01877	1 36038	820.36	24.78	16.75	7.09
.....	.01574	1 11294	.00906	1 93985	1 19857	1 02392	11.83	21.86	14.47	0.11
.....	.01644	1 82438	.00661	1 78339	1 53696	1 23053	269.50	21.84	14.47	5.98
.....	.01848	1 19795	.00909	2 19813	1 62300	1 21279	317.91	31.00	20.48	9.56
.....	.01900	1 06635	.00611	1 55540	1 04508	1 39895	361.08	29.15	19.62	8.31
.....	.01588	76440	.00652	1 55540	1 40696	1 14271	256.03	19.02	13.40	4.63
.....	.01872	1 80774	.00528	2 22208	1 69161	1 37927	340.59	27.04	18.80	7.31
.....	.02275	1 34538	.00767	3 18279	2 45617	1 76012	602.71	43.51	28.61	13.89
.....	.0200000767	2 11805	1 92038	1 36860	275.59	21.49	14.03	6.55
.....	.01991	1 41325	.00625	2 59962	2 16508	1 62415	416.09	35.15	26.34	10.85
.....	.02330	66709	.06041	3 08330	3 25953	1 63504	51.09	4.18	3.14	1.04
.....	.01632	1 51153	.00897	1 74674	1 73410	1 26973	344.68	3.20	19.91	9.25
.....	.01963	1 07272	.00542	2 17136	1 74929	1 30256	387.76	27.00	18.85	7.73
.....	.01849	1 30726	.00685	2 84805	3 81155	1 57824	487.22	29.86	19.85	8.99

STEAM ROADS—TABLE No. 9—Continued.

OPERATING ROADS.										
	Average Receipts per Passenger per Mile.	Passenger Service Train Revenue per Train-Mile.	Average Receipts, Freight, per Ton per Mile.	Freight Revenue per Train-Mile.	Operating Revenue per Train-Mile.	Operating Expenses per Train-Mile.	Average Number of Tons of Freight per Train-Mile.	Average Number of Freight Cars per Train-Mile.	Average Number of Loaded Cars per Train-Mile.	Average Number of Empty Cars per Train-Mile.
St. Louis Railway Co.	01774	1 13129	00679	1 83558	1 63621	1 31603	320 32	25 53	17 96	6 64
	01852	1 32497	00620	2 40399	2 01936	1 45406	387 48	29 55	19 23	9 34
	01780	20614	00327	72326	30878	27621	13 57	1 08	97	57
	02169	1 18146	00956	2 32352	1 85206	1 25508	240 51	24 22	16 54	6 73
	01904	75988	00830	3 39577	2 37381	1 76122	400 04	25 16	13 83	10 39
(Subsequent to January 1, 1911, Leate & Southeastern Railway Co.)	01785	70044	00527	2 37739	1 72719	1 19241	450 97	34 72	23 90	9 78
(Not reported)	02080	1 21576	00821	2 12986	1 76598	1 36590	343 13	25 36	16 25	8 10
Alfred Co.	01926	1 19018	00603	2 07673	1 73513	1 29863	344 38	29 48	19 49	8 99
Average	018175	98421	01565	2 28462	1 85278	1 39354	258 85	25 31	16 64	7 99

STEAM ROADS—TABLE No. 9—Continued.

TRAFFIC AND MILEAGE STATISTICS—ENTIRE LINE.

OPERATING ROADS.	Average Receipts per Passenger per Mile.	Passenger Service Revenue per Train-Mile.	Average Receipts, Freight, per Ton per Mile.	Freight Revenue per Train-Mile.	Operating Revenue per Train-Mile.	Operating Expenses per Train-Mile.	Average Number of Tons of Freight per Train-Mile.	Average Number of Freight Cars per Train-Mile.	Average Number Loaded of Cars per Train-Mile.	Average Number of Empty Cars per Train-Mile.
.....	01838	1.06878	.00643	2 37646	1.79389	1 34631	354 07	30.33	30 08	9.16
.....	.01864	.37573	.01105	1 67720	1 04667	1 18058	151.75	12.65	7.52	.07
.....	.01608	.71496	.00519	1 68718	1 32638	1 45041	325.05	21.84	14.84	6.03
.....	.01740	1.30241	.00483	2 71029	2 18994	1 48794	561.24	23.37	19.37	12.04
.....	.01733	1 47802	.00421	2 04608	1 79142	1 46726	485.34	35.41	24.17	10.22
.....	.01762	.68472	.00444	2 59144	2 04653	1 58729	583.84	40.00	23.38	15.63
.....	.01834	1 15417	.00636	2 68121	1 93463	1 33262	317.37	23.92	16.24	6.67
.....	01934	.64245	.00640	2 01312	2 13419	1 50685	470.63	29.17	15.68	12.65
.....	.01553	.91827	.00628	1 15330	.62738	.61067	446.30	26.79	17.91	7.43
.....	.01806	1.23863	.00651	2 35401	1 87307	1 44908	434.82	34.42	23.09	10.33
.....	.0101800668	4 63274	4 90367	3 21943	688.82	32.34	20.18	11.16
.....	01923	1 10428	.00924	2 93898	2 01877	1 36038	320.36	24.78	16.75	7.09
.....	.02107	.25656	.07941	.93965	1 19957	1 02392	11.83	85	74	0.11
.....	01674	1.11294	.00866	1 79384	1 63585	1 23053	269.50	21.34	14.47	5.98
.....	01664	1 39438	.00661	1 78339	1 62300	1 21279	317.91	31.00	20.48	9.66
.....	01648	1 19765	.00609	2 19818	1 94508	1 39696	361.08	29.15	19.83	8.81
.....	01900	1 05835	.00611	1 66540	1 40896	1 14271	256.03	19.02	13.40	4.62
.....	01688	.76460	.00652	2 23203	1 69161	1 37937	340.68	27.04	18.80	7.31
.....	01872	1 60774	.00528	3 18279	2 45617	1 76012	602.71	43.61	28.61	13.89
.....	.02275	1.34538	.00767	2 11306	1 92038	1 36860	275.59	21.49	14.08	6.56
.....	.02000
.....	01991	1 41326	.00626	2 59962	2 16508	1 62415	416.09	38.15	26.24	10.85
.....	.02280	.68709	.08041	3 06830	3 26352	1 63504	51.09	4.18	3.14	1.04
.....	01632	1 61153	.00507	1 74674	1 73410	1 26973	344.68	23.20	19.91	9.25
.....	.01663	1 07372	.00562	2 17136	1 74659	1 36256	387.76	27.00	18.85	7.75
.....	01849	1 30735	.00585	2 84805	2 31155	1 57824	487.23	29.68	19.85	8.99

STEAM ROADS—TABLE No. 10.

EMPLOYEES AND SALARIES—STATE OF INDIANA.

Maintenance of Way and Structures.	Maintenance of Equipment.		Traffic Expenses.		Transportation Expenses.		General Expenses.		Total, Including General Officers.		General Officers.		Average Daily Compensation, excluding General Officers.		Entire Line, and Including General Officers.	
Number Employed.	Number Employed.	Average Daily Compensation.	Number Employed.	Average Daily Compensation.	Number Employed.	Average Daily Compensation.	Number Employed.	Average Daily Compensation.	Number Employed.	Average Daily Compensation.	Number Employed.	Average Daily Compensation.	Number Employed.	Average Daily Compensation.	Number Employed.	Average Daily Compensation.
833	1,433	\$2 06	5	\$3 70	1,463	\$2 65	22	\$1 41	3,764	\$2 24	13	\$16 34	32 20	\$2 27	11,549	\$2 27
4	44	2 03	6	2 43	4	2 47	10	3 64	14	2 13	6	...	2 13	2 13	14	2 13
65	358	2 08	21	3 33	67	2 13	35	2 73	192	2 03	4	0 23	1 95	2 05	192	2 05
556	25	2 17	14	3 07	376	2 76	1,346	2 24	2	10 94	2 22	2 27	1,647	2 27
235	159	2 23	433	1 96	1	32 86	1 95	2 37	1,573	2 37
...	1,616	2 31	4	3 23	2 30	2 31	2,719	2 31
41	3	2 06	11	1 10	1	2 12	59	1 46	1 41	1 46	59	1 46
413	622	2 40	302	2 63	22	1 93	1,358	2 29	4	...	2 29	2 29	1,858	2 29
362	650	2 11	51	4 06	1,395	2 63	144	3 78	3,102	2 37	14	16 04	2 31	2 31	3,102	2 31
161	315	1 72	14	2 71	364	2 99	41	4 10	788	2 36	7	14 85	2 25	2 42	983	2 42
24	10	1 96	1	2 95	27	2 11	3	4 65	65	2 03	2	7 38	1 84	2 03	65	2 03
217	362	2 34	167	3 53	596	3 03	153	2 60	1,605	2 59	19	14 15	2 56	2 49	6,977	2 49
1,348	1,399	2 51	163	3 49	3,013	2 95	425	2 15	6,292	2 63	19	19 04	2 61	2 60	16,194	2 60
267	314	2 30	22	2 89	455	3 16	74	4 31	1,252	2 59	6	18 92	2 56	2 55	2,826	2 55
673	367	2 03	53	93	928	2 51	133	1 32	2,154	2 03	11	3 98	2 01	2 03	2,154	2 03
5	7	1 31	1	1 31	13	1 36	1	1 31	1 47	1 46	13	1 46
533	699	2 29	77	3 26	1,407	2 40	119	3 85	2,836	2 36	13	16 04	2 39	2 36	2,836	2 36
113	14	1 64	12	2 40	250	2 35	16	2 13	405	2 14	1	18 04	2 10	2 27	4,018	2 27
85	60	2 21	6	3 49	230	2 37	379	2 14	2 14	2 37	49,706	2 37
270	72	2 25	8	2 53	292	2 78	2	3 86	604	2 36	2 36	2 37	964	2 37

Chicago, Terre Haute & Southeastern Railway Co. (Prior to January 1, 1911.)

STEAM ROADS—TABLE No. 10—Continued.

OPERATING ROADS.	Maintenance of Way and Structures.		Maintenance of Equipment.		Traffic Expenses.		Transportation Expenses.		General Expenses.		Total, Including General Officers.		General Officers.		Average Daily Compensation, Excluding General Officers.		Entire Line and Including General Officers.	
	Number Employed.	Average Daily Compensation.	Number Employed.	Average Daily Compensation.	Number Employed.	Average Daily Compensation.	Number Employed.	Average Daily Compensation.	Number Employed.	Average Daily Compensation.	Number Employed.	Average Daily Compensation.	Number Employed.	Average Daily Compensation.	Number Employed.	Average Daily Compensation.	Number Employed.	Average Daily Compensation.
Lake Erie & Western Railroad Co.	497	\$1 88	304	\$2 35	46	\$3 80	806	\$2 55	119	\$3 06	1,772	\$2 36	18	\$6 73	3,618	\$2 36	3,618	\$2 36
	1,223	1 82	1,094	2 62	5	3 46	1,703	2 65	4	2 46	4,085	2 31			29,562	2 38	29,562	2 38
	153	1 74	555	2 37	18	3 32	438	2 25			1,168	2 26			31,709	2 24	31,709	2 24
Michigan Central Railroad Co.	5	1 29					7	1 57	3	3 02	15	1 06	3	3 02	15	1 80	15	1 80
	142	1 80	197	2 24			533	3 01			872	2 55			15,419	2 36	15,419	2 36
	5	1 94	1	2 83			14	1 57	7	5 19	27	2 17	5	12 33	27	2 17	27	2 17
Railroad Co.	427	1 93	55	2 38	106	2 38	383	3 18			1,010	2 60			7,045	2 57	7,045	2 57
Railroad Co.	218	1 81	193	2 43	20	3 38	408	2 70	50	2 51	889	2 45	19	2 28	1,810	2 45	1,810	2 45
	759	1 97	1,658	2 73	28	4 58	1,352	3 09	53	3 89	182	1 46	2	22 18	27,892	2 04	27,892	2 04
	63	1 73	40	2 22	55	4 09	187	3 37	308	2 72	678	2 84	17	13 26	10,571	2 50	10,571	2 50
& St. Louis																		
	2,197	1 88	1,675	2 53	124	4 59	3,096	2 98	187	3 89	7,277	2 59	6	22 19	20,795	2 65	20,795	2 65
	17	1 59	5	1 94			19	1 94	2	3 37	43	1 87	1	4 93	43	1 87	43	1 87
	299	1 51	507	2 17			712	2 30	1	66	1,519	2 12			85,151	1 98	85,151	1 98
Subsequent to as Chicago, Ry. Co. (Not re-	158	1 96	298	2 42	15	2 00	482	2 35	28	4 20	988	2 35	5	13 86	988	2 35	988	2 35
Toledo St. Louis & Western Railroad Co.	181	1 77	223	2 09	22	1 45	372	2 29	58	1 37	857	2 04	5	6 93	2,253	2 04	2,253	2 04
Vandalia Railroad Co.	897	1 96	1,351	2 37	60	3 39	1,496	2 95	58	3 40	3,852	2 57	7	18 32	5,792	2 60	5,792	2 60
Wabash Railroad Co.	428	1 67	588	2 22	50	3 25	968	2 57	63	3 16	2,097	2 35	5	16 74	14,750	2 35	14,750	2 35
Total and averages	14,463	\$1 76	18,502	\$2 24	1,163	\$2 99	24,249	\$2 49	2,147	\$2 89	55,520	\$2 20	217	\$12 83	317,379	\$2 25	317,379	\$2 25

STEAM ROADS—TABLE No. 11.

TAXES AND ASSESSMENTS—STATE OF INDIANA.

OPERATING ROADS.		Ad Valorem Tax on the Value of Real and Personal Property.	On Property Owned, Not Used in Operation and Miscellaneous.	Total in Indiana.	Entire Line.
Baltimore & Ohio Railroad Co. (Not reported)	\$3,634 95	\$160 47	\$3,795 42	\$3,795 42
	18,171 72		18,171 72	18,171 72
.....	39,900 00		39,900 00	39,900 00
	93,197 80		93,197 80	93,197 80
.....	91,954 61	1,551 49	93,506 10	145,713 80
	2,250 96		2,250 96	2,250 96
.....	120,907 01	105 36	121,012 37	104,093 10
	258,698 57		258,698 57	258,445 08
Prior to January 1, 1911, known	42,000 00		42,000 00	2,200 00
	7,249 92		7,249 92	7,249 92
.....	62,847 01	673 46	63,520 47	378,976 73
	363,375 74	6,631 36	369,997 10	973,545 00
.....	96,384 47	852 49	102,300 29	219,202 17
	119,188 00		119,188 00	119,188 00
& Indianapolis Railroad Co	533 24		533 24	533 24
	48,389 90	349 03	48,739 53	286,494 27
.....	75,984 85		75,984 85	379,621 01
	12,354 08		12,354 08	2,571,290 22
.....	86,485 61		86,485 61	49,568 80
	149,898 70		149,898 70	225,998 15
.....	295,178 35	11 96	295,190 31	1,730,182 33
	44,649 70		44,649 70	1,789,718 27
.....	1,597 42		1,597 42	1,597 42
	91,532 56		91,532 56	1,355,019 92
.....	2,178 70	10 00	2,188 70	2,188 70
	106,679 04		106,679 04	364,717 68
.....	63,894 93	1,063 87	64,958 80	114,877 92
	329,523 02	6,610 75	336,133 77	2,241,281 61
.....	25,414 66		25,414 66	684,770 22
	636,269 43	6,739 71	633,009 14	1,628,654 52
.....	8,207 74		8,207 74	8,207 74
	72,806 26	3,392 95	75,599 20	2,212,967 57

Southern Indiana Railway Co. (Subsequent to January 1, 1911, known as Chicago, Terre Haute & Southern Railway Co.)
 Syracuse & Milford Railway Co. (Not reported).
 Toledo, St. Louis & Western Railroad Co.
 Vandalia Railroad Co.
 Wabash Railroad Co.

Total

SWITCHING ROADS.

and Co.
 (Not reported)

	41,571 00	41,571 00	41,571 00
	63,033 51	63,033 51	171,052 78
	227,126 26	5,015 74	332,694 89
	201,062 78		920,872 51
Total	\$3,837,322 89	\$33,049 24	\$4,403,105 47
			\$19,905,305 24
	\$12,839 99	\$12,839 99	\$220,741 50
	1,132 14	1,132 14	1,132 14
	1,761 00	1,761 00	1,761 00
	103,837 70	\$722 88	104,560 58
	14,942 03		85,098 08
	1,309 37		1,309 37
	110,087 26	8,644 17	239,891 40
	161,939 70	7,211 16	501,654 60
	1,730 18		1,730 18
Total	\$409,579 27	\$16,578 21	\$426,157 48
			\$1,137,378 65

Pittsburgh, Cincinnati, Chicago & St. Louis Railway Co	732	541	25,207	492	26,330	799	25,531	25,482	25,531
St. Joseph Valley Railway Co	3	2	1	3	3	-	3	3	3
Southern Railway Co	1,546	1,042	51,074	1,975	54,091	3,412	50,679	50,008	50,679
Co. (Subsequent to January 1, 1911, known as Southeastern Railway Co.)	46	39	5,708	148	5,883	-	5,883	5,834	5,883
Co. (Not reported)	94	40	3,218	107	3,365	-	3,365	3,322	3,365
Railroad Co	234	166	8,911	230	9,307	531	8,775	9,807	9,307
	645	419	21,342	586	22,347	1,745	20,602	22,135	22,347
Total	11,801	7,498	491,198	19,024	517,720	62,724	454,950	472,005	474,987
SWITCHING ROADS.									
1 Railroad Co	41	40	819	55	914	-	914	914	914
Co.	1	2	2	-	2	-	2	-	2
Co.	2	-	3	-	-	-	3	2	3
(not reported)	19	-	-	19	19	-	19	19	19
	19	-	247	44	291	-	291	291	291
	2	-	-	-	-	-	-	-	-
Total	86	40	1,071	118	1,320	-	1,229	1,226	1,231

STEAM ROADS—TABLE No. 13.
 CHARACTERISTICS OF ROAD—STATE OF INDIANA.

OPERATING ROADS.	Main Line and Branches Included Number	DESCENDING GRADES.		
		Number.	Sum of Descents Feet.	Aggregate Length of Descending Line. Miles.
		149	3,514	139.54
		27	1,184	65.08
		125	249	93.49
		169	1,896	85.51
		72	885	62.46
		80	668	71.68
		290	6,045	188.01
		190	2,804	81.96
		35	213	26.83
		48	1,151	76.27
		755	8,925	453.84
		28	144	16.18
		230	2,789	102.76
		3	35	66
		122	1,638	61.82
		38	492	38.84
		46	283	18.96
		182	1,614	61.48
		231	3,866	194.08
		115	1,315	98.32
		20	362	14.83
		10	1,405	2.70

	11 49	9	2 10	9 39	2 89	5	173	7 00	2	64	1 50
	151 02	79	9 82	141 20	21 83	149	931	59 30	161	1,003	69 89
	153 45	62	16 16	137 29	27 79	108	1,449	52 35	129	1,853	73 31
	181 01	25	5 87	155 14	20 62	60	742	52 38	52	950	88 01
	53 09	32	7 58	45 51	16 90	33	355	20 63	25	359	15 57
	696 13	243	54 63	631 50	73 06	289	4,969	276 38	286	6,030	334 68
	43 02	55	5 50	37 70	18 72	56	44	11 89	64	45	14 13
	
	232 34	269	63 45	168 89	55 65	178	2,974	93 73	190	2,804	81 96
	171 20	136	21 35	149 85	2 63	199	1,316	79 40	195	1,491	89 17
	502 70	347	81 43	421 27	76 05	332	4,622	206 91	289	4,439	219 74
	351 71	184	41 91	309 80	168 88	214	2,021	110 50	255	3,032	136 33
Total	7,464 03	5,089	1,444 32	6,688 72	1,461 23	4,633	59,737	2,853 88	4,653	63,115	3,081 81
SWITCHING ROADS.											
Baltimore & Ohio—Chicago Terminal Rail-											
road Co ...	10 00	3	58	9 42	3 77	7	12	3 04	7	10	3 10
(No report)											
(No report)	10 33	17	2 73	7 60	51	32	145	7 10	10	38	2 72
road Co	11 04	29	3 70	7 34							
...											
(No re-	6 77	...									
...	3 77	10	1 37	2 40	3 27	1	7	20	2	16	...
Co	59 70	53	14 99	44 71	22 07	30	688	14 86	31	936	23 77
	9 22	16	5 83	3 39	3 40	1	45	22	6	143	5 60
Total	110 83	129	32 90	74 86	33 02	71	876	25 42	56	1,143	34 59

STEAM ROADS—TABLE No. 14—Continued.

CHARACTERISTICS OF ROAD—STATE OF INDIANA.

OVERHEAD HIGHWAY CROSSINGS.				OVERHEAD RAILWAY CROSSINGS.				Miles of Track Involved in this Table.
Bridges		Trestles.		Bridges.		Trestles.		
Num-ber.	Height of Lowest Above Surface of Rail. Feet.	Num-ber.	Height of Lowest Above Surface of Rail. Feet.	Num-ber.	Height of Lowest Above Surface of Rail. Feet.	Num-ber.	Height of Lowest Above Surface of Rail. Feet.	
27	19	4	21	4	21			337 05
1	21			8	18			117 53
30	21			3	19	1	18	227 62
2	21	1	21	1	21			422 35
								160 17
16	16	3	21	2	21			184 84
4	21	3	18	8	15		15	
				2	22		20	236 83
29	10	3	21	11	16			690 21
1	21	1	21	2	21			45 15
1	28			2	21			297 93
4	19			1	21			6 48
1	22			1	20			138 98
		2	21	1	21			80 67
		25	21	1	21		16	45 85
1	22	3	21	7	21			122 56
9	21			4	21			445 52
1	21							258 26
								38 10
		1	20	1	21			79 23
1	19							156 88

rted)

(Prior to January 1, 1911,
reported)
t reported)
Co

ille & Indianapolis R. R. Co.
..

Co (Not reported)
..
(Not reported)

(Not reported)

(Prior to January 1, 1911,

(Not reported)

(Not reported)

Co

ile & Indianapolis R. R. Co.

o

Co (Not reported)

(Not reported)

ELECTRIC ROADS—TABLE No. 1.

MILEAGE OF ROAD OPERATED—STATE OF INDIANA—SINGLE TRACK.

Line of Proprie- tary Com- panies.	Line Operated Under Lease	Line Operated Under Contract	Line Operated Under Trackage Rights.	Total Mileage Operated. State of Indiana.	New Line Constructed During this Year. State of Indiana.	Total Mileage Operated. Entire Line.	New Line Constructed During the Year. Entire Line.
3 75				3 75		3 75	
17 89				17 89		17 89	
70 86			.21	71 07		78 37	
20 00		8 06		20 00	7 00	20 00	
110 88				119 54		119 54	
9 13				9 13		23 01	
62 85		4 76		59 52	5 71	59 52	
24 67				62 85		62 85	
				24 67		24 67	
210 36				210 36		210 36	
19 30				19 30		19 30	
9 00				9 00		9 00	
101 26			3 01	104 37		104 37	
58 17			4 18	65 36		65 36	
42 20		2 00		45 10		45 10	
40 92				40 92	10	40 92	
42 00			2 90	44 90		44 90	
58 58	303 21		6 32	368 11		368 11	
27 30				27 30		27 30	
9 34			66	10 00		10 00	
16 38			2 10	18 48		25 41	
12 12	8 89			21 01		23 95	
31 74				31 74		31 74	
30 58			1 10	31 69		31 69	
	22 36		3 09	25 45		590 90	
5 05			7 74	5 79		32 37	
153 93	180 23		19 66	372 82		353 45	
41 73			1 22	42 95		42 95	
72 16	3 13			75 29	46 83	75 29	
1,302 26	591 58	16 32	45 19	1,955 30	61 63	2,001 07	

to Railroad Co.

or to February 25,
Fraction Co.)

Co

ELECTRIC ROADS—TABLE No. 1—Continued.

ROADS LEASED OR OTHERWISE ASSIGNED FOR OPERATION, WHOSE MILEAGE IS INCLUDED IN THE ABOVE REPORT.

NON-OPERATING LINES.	State of Indiana.		Name of Lessee.
	Entire Line. Single Track	Single Track	
Fort Wayne, Van Wert & Lima Traction Co.			
Indianapolis & Martinsville Rapid Transit Co.			
Total			

ELECTRIC ROADS—TABLE No. 2.

CAPITAL STOCK.

OPERATING ROADS.	Number of Shares Authorized	Par Value of Each Share.	Total Par Value Issued and Outstanding.	DIVIDEND DECLARED DURING YEAR.	
				Rate.	Amount.
Co Railroad Co	\$1,000	\$100	\$96,900	5% on \$71,000	\$1,756 00
..	6,750	100	675,000		...
..	60,000	100	6,000,000		
..	480,000	25	5,985,550		
..	75,000	100	7,500,000		
..	10,000	100	908,900		
..	15,000	100	982,200		
..	45,000	100	300,000	12% on \$1,000,000	120,000 00
..	5,000	100	307,400
..	65,000	100	6,500,000	6%	43,080 00
..	10,000	100	676,300		
..	40,000	25	886,160	3%	26,554 60
..	30,000	100	2,999,100	3½%	5,000 00
..	10,000	100	910,000		
..	30,000	100	1,500,000		
..	30,000	100	2,600,000		
..	60,000	100	4,980,000		
..	11,000	100	1,100,000		36,000 00
..	1,600	100	150,000		12,810 94
..	500,000	10	4,417,130		7,389 58
..	300,000	10	2,435,080		
..	8,500	100	850,000	4½%	45,000 00
..	10,000	100	1,000,000
..	250,000	100	16,080,000		
..	20,000	100	2,000,000		
..	257,000	100	18,200,000	5% on \$9,100,000	455,000 00
..	12,500	100	1,247,500		...
..	6,016	100	166,775	6% on \$150,775	4,499 25
Total..	\$2,339,266		\$91,262,985	...	\$757,089 87

NON-OPERATING ROADS.					
Ft. Wayne, Van Wert & Lima Traction Co.....	\$20,000	\$100	\$2,000,000	5% on \$1,000,000	\$50,000 00
Indianapolis & Martinsville Rapid Transit Co.....	7,500	100	750,000
Indianapolis & Northwestern Traction Co.....	35,500	100	3,000,000	5% on \$450,000	22,500 00
Muncie, Hartford & Ft. Wayne Railway Co.....	10,000	100	1,000,000	5% on \$500,000	25,000 00
Terre Haute Traction & Light Co.....	30,000	100	2,645,000	118,700 00
Union Traction Co. of Indiana.....	85,000	100	8,500,000	215,000 00
Total.....	\$188,000	\$17,895,000	\$431,200 00

ELECTRIC ROADS—TABLE No. 3.

FUNDED DEBT.

	Total Par Value Authorized.	Total Par Value Outstanding.	TOTAL PAR VALUE HELD BY RESPONDENT CORPORATION.		Total Par Value Not Held by Respondent Corporation.	Interest.	
			In Treasury.	In Other Funds.		Amount Accrued During Year.	Amount Paid During Year.
ded debt)	\$100,000	\$94,750	\$5,250		\$94,750	\$3,947 90	..
(No funded debt).	6,350,000	4,053,000	2,197,000		4,053,000	200,686 14	\$18,000 00
Co	10,500,000	4,430,000	2,691,000	\$77,000	4,353,000	221,762 50	221,762 50
t Railroad Co	750,000	750,000			750,000	37,500 00	37,500 00
	1,600,000	1,326,700	270,800			64,038 87	63,712 48
	5,600,000	2,683,000	2,378,000	40,000	2,683,000	119,425 00	119,550 00
	500,000	497,500			497,500	24,875 00	24,875 00
Prior to February 25, Traction Co.)	26,475,000	9,836,000			9,836,000	451,593 32	439,160 00
	1,300,000	1,023,500				30,017 34	28,433 01
	1,500,000	2,300,000	300,000			115,000 00	114,975 00
	6,850,000	932,000	150,000		782,000		39,100 00
1,000,000							
n Co. (Receivership;	1,650,000	1,647,000	3,000			80,500 00	28,500 00
ay Co. (Not reported)	6,425,000	3,045,000	563,000		2,482,000	124,012 50	124,012 50
	1,019,250	1,000,000			1,019,250	51,155 00	51,155 00
	150,000	150,000			150,000	7,500 00	7,500 00
	3,000,000	877,000	2,043,000		834,000	25,000 00	25,000 00
	1,250,000	1,250,000			1,250,000	62,500 00	62,500 00
	850,000	720,000				36,000 00	36,000 00
	1,000,000	900,000	900,000			255,392 56	272,250 00
	17,960,000	5,450,000			5,450,000	57,500 00	57,500 00
	2,750,000	1,160,000	1,590,000	37,000	1,123,000	297,025 00	297,025 00
	9,300,000	7,500,000		21,000	7,479,000	62,500 00	62,500 00
	1,250,000	1,250,000	1,363,000			129,535 88	102,346 72
	2,843,700	2,216,886					
Total	\$110,462,950	\$55,063,335	\$14,064,960	\$175,000	\$42,817,500	\$2,457,467 01	\$2,232,982 31

NON-OPERATING ROADS.							
Fort Wayne, Van Wert & Lima Traction Co.....	\$2,000,000	\$1,470,000	\$1,470,000	†
Indianapolis & Martinsville Rapid Transit Co.....	750,000	750,000	750,000	\$37,500 00
Indianapolis & Northwestern Traction Co.....	3,000,000	2,470,000	2,470,000	123,500 00
Muncie, Hartford & Fort Wayne Railway Co.....	1,000,000	967,000	967,000	48,425 00
Terre Haute Traction & Light Co.....	5,000,000	4,583,000	4,583,000	229,150 00
Union Traction Co. of Indiana.....	11,200,000	10,199,000	10,199,000	521,130 50
Total.....	\$22,950,000	\$20,439,000	\$128,000	\$20,439,000	\$959,705 50

*Correct information not furnished.
†Interest paid by Lessor; amount not furnished.

ELECTRIC ROADS—TABLE No. 4.
RECAPITULATION OF CAPITALIZATION.

OPERATING ROADS.	Capital Stock.	Funded Debt	Total.	Amount Per Mile of Road.	
				Miles.	Amount.
	\$24,000	\$34,750	\$191,650	3 85	\$53,325 00
	675,000	...	675,000	17 89	123,289 19
	6,000,000	4,053,000	10,053,000	81 54	267,307 00
	5,946,150	...	5,946,150	20 00	108,134 91
	7,500,000	4,430,000	11,930,000	110 83	39,576 02
airroad Co	808,900	750,000	1,558,900	29 39	56,610 00
	863,200	1,226,700	2,288,900	54 76	86,051 79
	3,000,000	2,682,000	5,682,000	68 03	32,626 00
	307,400	497,500	804,900	24 67	74,491 92
prior to February 25, 1911, known	6,500,000	9,921,000	16,421,000	220 44	39,693 00
	876,300	181,000	867,300	21 85	87,756 82
	835,150	1,023,500	1,908,650	22 00	52,279 80
	2,999,100	2,300,000	5,299,100	101 36	31,665 80
	910,000	932,000	1,842,000	58 17	108,773 46
(Receivership; data not furnished	2,800,000	1,647,000	4,247,000	40 92	137,163 00
Co. (Not reported)	4,990,000	3,045,000	8,035,000	58 58	32,120 00
	1,100,000	1,019,250	2,119,250	9 34	323,296 05
	150,000	150,000	300,000	16 38	280,878 00
	4,417,130	877,000	5,294,130	12 23	49,464 39
	2,435,080	1,000,000	3,435,080	31 74	32,690 00
	720,000	850,000	1,570,000	30 59	36,784 00
	1,000,000	...	1,000,000	590 58	97,312 32
	16,000,000	6,724,000	21,724,000	32 37	166,822 58
	2,000,000	1,150,000	3,150,000	153 93	33,032 99
	18,200,000	7,479,000	25,679,000	72 16	\$2,356,049 04
rehip- data not furnished)	166,776	2,216,885	2,383,660	1,891 65	
Total	\$91,046,086	\$53,359,585	\$144,405,670		

NON-OPERATING ROADS.					
Fort Wayne, Van Wert & Lima Traction Co.....	\$2,000,000	\$1,470,000	\$3,470,000	59.74	\$58,085 00
Indianapolis & Martinsville Rapid Transit Co.	750,000	750,000	1,500,000	27.14	55,269 00
Indianapolis & Northwestern Traction Co.....	3,000,000	2,470,000	5,470,000	86.07	63,552 00
Muncie, Hartford & Fort Wayne Railway Co.....	1,000,000	967,000	1,967,000	44.27	44,431 89
Terre Haute Traction & Light Co.....	2,645,000	4,583,000	7,228,000	86.02	*
Union Traction Co. of Indiana.....	8,500,000	10,199,000	18,699,000	260.04	71,907 00
Total.....	\$17,895,000	\$21,439,000	\$38,334,000	563.28	\$293,244 89

* Other property included. † In treasury.

ELECTRIC ROADS—TABLE No. 5.

INCOME ACCOUNT—FROM OPERATION.

OPERATING ROADS.	Deficit from Operating.	Income from Operating After Deducting Operating Expenses.	Income from Dividends and Interest on Stocks and Bonds Owned and from Other Sources	Total Income	Deductions from Income Account of Interest, Dividends, Taxes, and Other Payments.	Net Income.	Total Deficit.
..	\$9,645 38	\$5,958 48		\$5,958 48	\$3,947 90	\$1,488 98	..
..		1,369 90		1,369 90	1,798 06	..	\$426 16
..		46,287 94		46,287 94	264,026 71	..	217,738 77
..			\$609 49		2,371 02	..	12,016 40
..		354,170 84		354,170 84	247,091 58	107,688 76	..
..		55,746 52		55,746 52	43,777 40	11,969 12	..
..		88,345 67		88,345 67	93,220 82	..	4,874 95
..		180,018 09	187 33	180,205 92	261,800 91	81,594 99	..
..		47,167 98	1,283 62	48,450 60	30,055 79	18,394 81	..
..		637,697 61	163,211 81	700,909 42	569,458 48	111,450 94	..
..		16,828 39	..	16,828 39	9,082 70	7,745 69	..
..		53,787 46	57 17	53,844 63	55,102 06	1,257 43	..
..		197,865 32		197,865 32	75,638 27	122,227 05	..
..		47,044 61		47,044 61	5,578 48	41,426 13	..
..		52,929 43	231 93	53,161 36	88,321 64	..	35,660 28
..		59,365 78		59,365 78
..		1,080,539 56	3,064 52	1,083,604 38	1,038,353 19	47,251 19	..
..		52,862 77	95,465 76	148,448 53	116,441 16	32,037 37	..
..		6,874 11		6,874 11	8,085 46	..	1,221 35
..	12,315 13				45,727 82	53 68	..
..		66,361 22	58,096 63	45,781 60	84,796 30	493 79	..
..		42,123 68	18,919 87	85,281 09	43,637 16	853 92	..
..		56,626 24	1,897 40	43,991 08	50,757 35	6,067 89	..
..		1,399,706 68		1,573,874 92	1,572,287 27	1,587 65	..
..		82,124 49	174,168 24	87,203 29	69,147 25	18,066 04	..
..		36,074 78	456,763 58	1,438,888 07	1,406,415 62	32,472 45	..
..		64,714 36	84,716 35	36,074 68	14,564 06	21,610 62	..
..				149,430 70	150,253 82	..	568 33
..	\$21,960 51	\$5,020,075 47	\$1,059,682 22	\$6,666,442 46	\$6,370,236 08	\$582,286 05	\$355,356 66
Total							

Muncie & Portland Traction Co

Muncie Traction Co
Muncie Co

ELECTRIC ROADS—TABLE No. 5—Continued.

INCOME ACCOUNT.

OPERATING ROADS.	Surplus from Operation. Year Ending June 30, 1911.	Deficit from Operation. Year Ending June 30, 1911.	Surplus on June 30, 1910.	Deficit on June 30, 1910.	Credits for the Year.	Debits for the Year.	Surplus on June 30, 1911.	Deficit on June 30, 1911.
	\$1,488 96	\$426 16		\$7,366 97				\$5,878 01
	217,738 77	12,016 40		226,375 88		\$25,657 55		426 16
	107,688 75	4,874 95	\$281,261 16		\$2,624 38	76	\$391,574 24	469,772 20
	11,959 12	31,694 99	7,554 71	3,215 53	(Correct infor	mation not fu	ruished.)	
	3,178 30		18,799 26	19,699 38	120,000 00	6,325 00	18,705 63	8,090 46
ary Co.)	111,450 94						12,652 56	
	1,257 43		16,256 77				111,450 94	
	122,237 05		579,629 78			7 30	16,006 64	
	41,426 13	35,660 28	124,646 22	115,734 23			701,865 83	
	987 43		328,512 31				166,072 95	
	47,251 19		193,318 49				152,274 30	
	32,037 37	1,221 35	32,026 71				387,299 01	
	53 68		558 25			11,535 51	223,004 13	663 10
	493 79	353 92	2,067 27			2,351 73	32,080 39	
	6,067 89		4,510 37				2,661 06	
	1,557 65		60,266 37				4,213 88	
	18,056 04		2,860 64				66,334 26	
	22,472 45		482,359 30				23,756 95	
	21,510 62	568 33	27,108 16		11,348 41		528,180 16	
							48,618 78	
						254 79	10,807 33	
Total ..	\$561,224 79	\$354,455 15	\$2,158,835 67	\$725,868 84	\$133,972 74	\$49,762 80	\$2,394,489 24	\$826,734 92

ELECTRIC ROADS—TABLE No. 6.

RENTALS RECEIVED AND OTHER MISCELLANEOUS INCOME.

OPERATING ROADS	Rents on Trackage and Terminals.	Interest on Current Funds	Rents of Buildings and Land.	Income from Power Sold, Net	Income from Lighting Services, Net.	Income from Advertising and Other Sources.	Total Amount.
Illroad Co			\$38 00	\$68 15	\$106 15
..	\$15,064 94		499 07	3,750 19	..	\$3,305 30	4,289 28
..			273 50		..		273 50
..			785 25		..	4,181 22	20,001 41
..			424 70	102 00	..	733 21	20,835 21
..	14,437 08		1,673 26	108 14	..	192,253 39	192,786 23
February 25, 1911.		\$344 58	938 04	2,859 08	..	1,981 22	20,880 64
Co.)	37,604 97	1,091 77	3,865 41	24,523 32	\$182,120 04	5,757 92	1,282 62
..					234,983 43
..		322 17	88 50		..	329 99	329 99
..	675 00				..	1,187 48	1,596 16
..	11 30		480 00	988 20	..	768 65	1,443 65
..		231 93		785 20	..	433 20	1,982 59
..			120 00	145 00	..	424 00	1,441 13
..	12,679 90	1,038 93	5,621 15	26,627 54	..	6 30	271 30
..			762 43	592 50	..	3,521 28	49,486 80
..				1,020 74	2,375 67
..	247 17		1,715 44		2,437 63	34,242 34	38,642 58
..	5,250 00		10,033 86	1,567 40	..	32,594 04	47,867 90
..		7,968 82	4,693 55		..	474 41	2,341 81
..			213 92	7 00	148,239 64	13,266 23	174,168 24
..	7,192 37	6,726 43	829 93	204,067 15	..	68 58	279 50
..			55 50	1,804 03	..	13,204 78	232,050 56
..				838 18	..	332 39	2,191 92
..					..	855 85	1,194 03
	\$63,212 63	\$17,724 63	\$33,109 51	\$269 173 08	\$312,797 31	\$310,312 53	\$1,033,184 28

ELECTRIC ROADS—TABLE No. 7—Continued.

OPERATING ROADS.	Total Revenue from Passenger Service.	Total Revenue from Baggage and Special Car Service.	Total Revenue from Mail Service.	Total Revenue from Express Service.	Total Revenue from Milk Service.	Total Revenue from Freight Service.	Total Revenue from Switching and Mis- cellaneous Service.	Total Revenue from Transporta- tion.	Total Revenue from Operation Other Than Transporta- tion.	Total Operating Revenues.
. Co.	\$32,830 32	\$340 22	\$175 00	\$2,635 26	\$232 45	\$8,299 76	\$1,476 01	\$96,489 01	\$3,375 67	\$98,864 68
&	15,585 15	..	15,585 15
Louisville & Southern Indiana Traction Co	141,707 39	872 32	587 41	10,545 00	..	153,212 12	5,204 95	158,417 07
Marion, Bluffton & Eastern Traction Co	246,866 20	18,429 36	..	265,295 56	28,948 03	294,243 59
Muncie & Portland Traction Co	81,225 95	2,451 45	..	1,514 00	536 69	9,170 30	936 00	95,833 79	1,802 80	97,636 59
Ohio Electric Railway Co.	97,917 88	1,186 38	..	5,259 39	799 60	10,200 33	Loss	115,345 08	88 08	115,433 16
Co	2,774,067 28	17,251 77	4,403 86	65,841 69	25,573 43	288,369 71	2,534 45	3,179,032 19	34,664 79	3,213,696 98
Eastern	178,168 29	1,000 30	1,118 27	2,519 34	334 51	14,940 51	..	198,081 22	1,152 69	199,233 91
n Ry. Co.	2,076,489 92	12,132 27	882 84	84,085 89	24,790 42	147,970 85	1,114 18	2,347,447 10	21,226 98	2,368,674 08
Co	140,995 13	1,470 01	..	5,115 18	847 21	13,383 82	456 25	162,290 60	2,146 27	164,436 87
Co	174,508 48	2,071 93	28 78	8,275 71	1,000 41	9,945 47	548 15	186,376 93	4,039 32	190,416 25
Total	\$12,266,376 07	\$81,357 33	\$9,859 10	\$272,505 79	\$91,833 65	\$1,028,607 00	\$49,014 50	\$13,816,071 81	\$311,825 60	\$14,127,896 41

ELECTRIC ROADS—TABLE No. 8.

OPERATING EXPENSES.

OPERATING ROADS.	Maintenance of Way and Structures	Maintenance of Equipment.	Traffic Expenses	Transportation Expenses.	General Expenses.	Grand Total	Percentage of Expenses to Earnings, Entire Line
power and water works	\$618 21	\$1,923 50	\$162 83	\$8,643 47	\$4,407 98	\$15,554 99	72 43
	944 19	399 41	65 85	5,563 67	881 12	7,854 24	84 25
	37,608 09	44,700 05	5,161 73	157,560 14	47,312 26	292,342 26	86 33
	675 83	3,122 89	253 13	16,843 62	2,368 38	23,262 70	170 00
o Railroad Co	39,747 57	57,109 53	5,618 69	201,879 75	43,977 37	448,332 93	55 86
..	18,542 14	9,632 70	30 25	37,795 14	13,416 62	79,406 85	58 75
	9,215 84	9,682 34	2,231 77	52,624 75	30,685 86	104,440 56	54 00
	34,974 08	38,734 55	2,478 79	154,426 93	28,570 99	259,185 35	59 00
	14,005 13	4,659 47		43,876 07	8,410 70	70,951 37	60 00
to February 25, 1911. Co)	112,222 54	99,002 97	10,493 64	423,021 62	94,350 01	739,091 08	57 62
	2,441 24	5,285 52	403 32	21,709 80	14,428 56	44,218 44	71 77
	5,384 01	5,059 76	130 45	60,588 33	7,065 38	78,227 93	59 23
	45,071 77	49,203 40	3,562 73	116,166 43	61,038 28	275,042 61	61 72
	37,280 90	30,256 41	1,119 38	102,363 94	57,616 77	228,637 40	74 74
	18,411 85	35,538 28	1,557 79	54,199 21	28,428 84	136,136 97	59 02
	12,742 23	6,665 64	3,343 57	37,876 99	15,970 07	76,598 50	60 05
Co	10,375 54	8,535 18	1,473 05	53,252 63	17,170 74	90,807 20	53 47
	217,459 11	159,888 31	8,745 94	582,266 57	273,317 09	1,241,697 02	46 40
	3,558 98	4,847 04	878 66	31,741 98	4,755 28	45,881 91	55 89
	1,937 10	1,349 02		5,261 44	473 48	8,711 04	107 00
	5,587 54	10,882 05	968 12	77,049 49	76,244 00	170,732 20	56 85
	12,340 11	15,863 27	1,454 87	121,723 94	76,561 18	227,892 27	50 77
	8,415 15	4,076 12	989 84	35,380 00	6,641 80	55,512 91	56 45
	7,935 87	3,824 81	743 20	30,267 96	15,831 06	58,607 92	55 25
	314,322 72	216,695 56	26,123 23	1,068,287 96	196,245 82	1,813,990 30	58 54
	9,519 53	13,622 38	817 64	58,315 84	29,793 67	112,069 34	76 09
	232,439 55	178,466 03	14,236 05	678,699 02	282,706 64	1,396,549 58	67 07
	16,334 60	25,421 57	1,773 55	60,498 23	22,324 19	126,352 14	68 09
	27,346 96	12,841 42	2,777 00	70,352 69	22,683 63	136,701 90	68 09
Total	\$1,257,240 04	\$1,056,930 98	\$97,615 06	\$4,458,256 66	\$1,496,840 99	\$8,356,976 01	

ELECTRIC ROADS—TABLE No. 9.

MILEAGE, TRAFFIC AND MISCELLANEOUS STATISTICS.

OPERATING ROADS.	Total Car Mileage.	Total Passengers Carried.	Average Fares, All Passengers	Revenue From Transporta- tion Per Car Mile	Revenue From Operation Other Than Transporta- tion Per Car Mile	Operating Revenues Per Car Mile	Operating Expenses Per Car Mile
Co Railroad Co prior to February 28, 1911, known by...	47,737	41,758	\$0 1280	\$0 1210	\$0 0007	\$0 1917	\$0 1600
	1,226,085	42,734	1526	2703	0061	2764	1952
	2,925,069	2,542,206	1278	2670	0060	2750	1530
	587,054	94,499	0600	2288	0014	2302	1352
	692,946	1,467,506	0809	2760	0017	2777	1500
	1,883,814	755,680	1870	2221	0111	2332	1376
	342,254	9,635,490	0417	3400	0030	3430	2700
	5,072,240	507,855	1560	2380	0140	2620	1457
	197,375	19,559,575	2400	3400	0000	3400	2300
	542,617	196,481	0428	2427	0006	2433	1442
	1,578,314	3,054,266	2799	2617	0006	2624	1743
	1,169,166	1,266,557	2396	3635	0012	3647	1955
	607,275	1,823,754	2386	3032	0033	3045	2291
	642,983	662,927	1550	1950	0060	2010	1180
	590,203	731,534	2650	2640	0005	2645	1540
y Co	6,960,602	482,514	1256	3256	0055	3338	1786
	387,166	16,663,674	1410	2040	0050	2080	1180
	71,849	586,346	1543	2169	0000	2169	1212
	432,507	100,966	0630	3542	0120	3662	3947
	1,190,119	2,248,753	0444	2230	0243	2473	1914
	347,064	5,562,299	1650	2761	0051	2811	1509
	323,784	491,538	1943	3660	0062	3662	1809
	12,130,803	503,741	1029	2630	0029	2649	1353
	573,499	26,966,152	1849	8454	0020	8474	1954
	7,436,536	968,788	0959	3156	0029	3185	1864
	671,593	21,642,770	2839	2639	0038	2677	2200
	770,617	1,160,179	1800	2650	0052	2802	1760
	49,290,161	130,809,422	1479	2752	0044	2800	1806
Total...							

ELECTRIC ROADS—TABLE No. 10.

DESCRIPTION OF EQUIPMENT.

OPERATING ROADS.	PASSENGER CARS.		FREIGHT CARS.		MAIL, BAGGAGE AND EXPRESS CARS.		ALL OTHER CARS.		Total Cars Electrically Equipped	Total Cars Not Electrically Equipped	Total All Cars.
	Electrically Equipped	Not Electrically Equipped	Electrically Equipped	Not Electrically Equipped	Electrically Equipped	Not Electrically Equipped	Electrically Equipped	Not Electrically Equipped			
	2	1	1	1				5	2	2	4
	1	13					1	33	2	5	7
	24	3					9		26	46	72
	2		1						2	3	5
	12								24	10	34
	12						1	1	13	1	14
	10		61				1	1	13	61	74
	7		2				3	5	11	5	16
	5	12			1				6	87	93
	17	5	7	17			5		29	44	73
	3		1	1			1		4	1	5
	16						1		17	15	32
	19	1	4	3			4	11	24	12	36
	18				2	1	4	11	24	12	36
	8		2				2		10	2	12
	8		2					3	10	3	13
	6		2				1	6	9	7	16
	138	90	14	1			11	87	163	187	350
	4	2	1	10			3		8	3	11
	2								2		2
	11	7	1	11			1		13	18	31
	44	7	1	1			5		50	7	57
	7		1	1			1	2	9	3	12

ELECTRIC ROADS—TABLE No. 10—Continued.

OPERATING ROADS.	PASSENGER CARS.		FREIGHT CARS.		MAIL, BAGGAGE AND EXPRESS CARS.		ALL OTHER CARS.		Total Cars Electrically Equipped	Total Cars Not Electrically Equipped	Total All Cars.
	Electrically Equipped	Not Electrically Equipped	Electrically Equipped	Not Electrically Equipped	Electrically Equipped	Not Electrically Equipped	Electrically Equipped	Not Electrically Equipped			
Northern Traction Co Railway Co	5	6	2	98	28	35	27	5	7	5	12
	265		3				55		320	114	434
	12		16	6			11		17	11	28
	188	22	2	3			38		221	66	287
Total	15	6		6	3		2	21	20	33	53
	868	176	67	216	34	36	99	325	1,066	755	1,821

ELECTRIC ROADS—TABLE No. 11.

OPERATING ROADS	GENERAL ADMINISTRATION.		MAINTENANCE		TRANSPORTATION.		Total Number Employees.	Aggregate Salaries and Wages Paid.
	General Officers.	General Officer's Clerks.	Superintendents.	Other Employees.	Superintendents.	Other Employees.		
Co.	1	1	1	1	1	5	8	\$4,763 13
Railroad Co	2	3	1	9	9	9	24	6,000 00
..	10	10	2	176	176	92	294	163,658 02
..	3	1	21	27	8,352 25
..	3	27	4	154	154	272	465	264,244 32
..	3	4	5	20	20	30	64	..
..	1	8	1	51	51	74	136	89,357 59
..	4	15	1	61	61	201	294	128,273 39
..	2	1	1	26	26	37	68	35,362 08
..	6	36	4	435	435	384	871	568,383 03
..	5	3	1	15	15	6	30	..
..	5	5	1	16	16	50	78	42,800 00
..	4	10	2	99	99	70	187	123,641 50
..	7	6	2	85	85	125	227	116,800 00
..	3	3	..	25	25	39	69	42,871 27
..	3	2	1	40	40	35	81	60,000 00
..	17	46	10	638	638	578	1,294	769,327 54
..	4	6	2	27	27	79	120	73,000 00
..	1	..	1	1	1	4	7	4,714 94
..	3	5	1	10	10	30	50	42,807 77
..	3	5	1	50	50	100	160	83,652 46
..	2	4	1	15	15	22	44	28,091 00
..	2	2	..	15	15	27	46	29,200 00
..	23	116	121	896	896	1,092	2,363	1,367,349 09
..	2	..	1	10	10	32	46	45,295 89
..	7	37	5	730	730	557	1,343	680,774 06
..	4	5	1	46	46	51	107	85,028 44
..	5	4	1	56	56	70	127	67,540 16
Total	137	364	169	3,707	63	4,092	8,520	4,910,447 94

prior to February 25, 1911, known as

Co. (Not reported)

Co

EXPRESS COMPANIES—TABLE No. 1.

ORGANIZATION AND MILES OPERATED.

NAME OF COMPANY	Date of Last Meeting of Stock or Shareholders for Election of Directors	Total Number of Stockholders or Shareholders.	MILEAGE.							Outside Operations.	
			Steam Roads.	Electric Lines.	Steamboat Lines.	Stage Lines.	Miscellaneous Lines.	Total.	Ocean-going Mileage.	In Foreign Countries.	
	July 1, 1864	2,956	32,784 94	814 58	3,438 00	23 00			36,560 52	12,862 00	430 00
	May 2, 1910	3,900	54,339 32	590 70	1,912 25	23 50		12 38	56,877 95	68,234 00	6,022 00
	June 5, 1911	12	15,938 11	539 21	503 34				16,980 66		
	Nov 17, 1910	36	31,654 60	80 00	848 00				32,580 60	2,170 00	
	Mar. 9, 1909	1,600	28,836 89	3,444 59	486 70				32,748 28	3,290 00	
	Oct. 13, 1910	1,983	48,446 75	1,909 08	1,078 86	639 87			58,471 56	9,397 00	
Total	.. .	10,497	209,000 71	6,878 16	6,245 15	686 67		12 38	234,219 56	95,903 00	6,452 00

EXPRESS COMPANIES—TABLE No. 2.

CAPITAL STOCK.

NAME OF COMPANY.	Number of Shares Author- ized.	Par Value of Each Share	Total Par Value Authorized.	Total Par Value Outstanding.	TOTAL PAR VALUE HELD BY RESPONDENT.		Total Par Value Not Held by Respondent.	DIVIDEND DECLARED	
					In Treasury.	In Sinking Fund.		Rate.	Amount.
..	120,000	No par value	*120,000	*120,000	*10,160	..	*100,840	\$12 00 per Share	\$1,211,280
..	180,000	\$100	\$18,000,000	\$18,000,000	\$340,000	..	\$17,660,000	12 %	2,119,200
..	60,000	100	6,000,000	6,000,000	6,000,000	14 1/2 %	870,000
..	80,000	No par value	*80,000	*80,000	*80,000	\$116 00 per Share	5,800,000
..	100,000	100	10,000,000	10,000,000	10,000,000	6 7/8 %	600,000
..	240,000	100	24,000,000	23,967,400	32,600	..	23,967,400	10 %	2,396,740
Total ..	780,000		\$58,180,000	\$58,137,400	\$391,760	..	\$67,778,240		\$12,897,220

* Shares. † Partly from accumulated surplus

PRESS COMPANIES—TABLE No. 3

FUNDED DEBT.

NAME OF COMPANY	Total Par Value Outstanding.	TOTAL PAR VALUE HELD BY RESPONDENT		Total Par Value Not Held by Respondent.	INTEREST	
		In Treasury.	Deposited with Trust Companies.		Amount Accrued	Amount Paid.
	\$36,000,000 00	\$288,100 00	\$15,257,900 00	\$20,454,000 00	\$820,239 45	\$820,939 77
Total.	\$36,000,000 00	\$288,100 00	\$15,257,900 00	\$20,454,000 00	\$820,239 45	\$820,939 77

EXPRESS COMPANIES—TABLE No. 4.

CASH ASSETS AND LIABILITIES.

Total Cash and Current Assets Available for Payment of Current Liabilities	Balance Current Liabilities.	Total Liabilities Accrued to and Including June 30 1911	Balance Cash Assets.	Materials and Supplies on Hand
\$4,713,668 43	\$2,152,695 67	\$6,866,364 10		\$928 10
17,582,527 24	541,391 46	18,103,918 70		165,255 07
1,075,310 38		530,759 66	\$544,550 72	18,854 90
4,015,567 54		2,086,130 98	1,919,436 66	21,217 06
2,623,692 58	184,577 52	2,808,270 08		63,233 13
4,973,159 17	184,727 62	5,157,886 79		78,184 78
\$34,963,925 42	\$3,063,392 27	\$35,563,380 31	\$2,463,987 28	\$347,673 04
Total				

EXPRESS COMPANIES—TABLE No. 4—Continued.

CASH ASSETS AND LIABILITIES.

NAME OF COMPANY	STOCKS OWNED.				FUNDED DEBT OWNED.			
	Par Value of Stock Owned, Not Pledged or Held in Sinking or Other Fund	Rate of Dividends.	Amount of Dividends.	Valuation.	Par Value of Funded Debt Owned, Not Pledged or Held in Sinking or Other Fund	Rate of Interest.	Amount of Interest.	Valuation.
	*\$16,381,775 00		\$1,630,681 00	\$23,593,338 03	\$34,346,521 91		\$947,877 62	\$33,363,961 66
	14,471,550 00		1,167,038 61	20,970,076 21	5,068,345 00		201,999 93	4,762,622 16
	241,800 00		167,716 00	543,795 26	1,673 36		112,555 37	1,673 36
	406,800 00		20,388 75	387,001 75	337,000 00		163,089 49	316,565 58
	2,995,455 00		166,107 50		4,210,500 00		187,534 07	4,545,076 47
					10,237,000 00		301,224 07	
Total	\$34,497,380 00		\$3,051,891 86	\$45,594,211 25	\$54,201,040 26		\$1,614,280 55	\$43,009,899 20

* Also 12,160 shares, no par value.

† Interest on bonds sold during year included.

‡ Includes interest and dividends on securities sold during year.

EXPRESS COMPANIES—TABLE No. 5.
COST OF REAL PROPERTY AND EQUIPMENT.

NAME OF COMPANY.	EXPENDITURES DURING THE YEAR.					Total Cost to June 30, 1910.	Total Cost to June 30, 1911.
	Real Estate, Buildings and Fixtures Used in Operation.	Equipment, Cars, Horses, Vehicles, Other Equipment.	Not Included in Operating Expenses.				
			Charged to Income Account as Additions and Betterments.	Charged to Special Fund.	Charged to Capital.		
	*\$31,503 95 161,664 72 *3,000 00 192,835 84 *30,159 49 901,810 35	\$138,281 87 217,211 81 *10,189 91 9,317 09 202,131 80 *21,160 80	\$9,317 09		\$106,777 92 398,876 53 13,189 91 192,835 84 171,972 31 880,650 00	\$6,461,407 70 9,940,977 38 650,477 99 375,954 33 2,774,686 48 4,251,939 16	\$6,568,185 62 10,339,863 91 637,288 08 568,790 17 2,946,667 79 5,132,589 16
Wells-Fargo & Company							
Total	\$1,340,974 35	\$598,292 78	\$9,317 09		\$1,764,302 51	\$24,455,452 04	\$26,193,374 73

Wells-Fargo & Company

Total

* Credited.

EXPRESS COMPANIES—TABLE No. 6.

INCOME ACCOUNT.

NAME OF COMPANY.	Gross Receipts from Operation	Express Privileges	Operating Revenue.	Operating Expenses.	Net Operating Revenue.	Net Revenue from Outside Operations.	Net Deficit from Outside Operations.	Total Net Revenue.	Taxes Accrued.	Operating Income.
	\$32,855,185 24	\$17,068,831 62	\$15,771,353 62	\$14,271,041 55	\$1,500,312 07		\$14,283 70	\$1,486,028 37	\$245,479 61	\$1,240,548 69
	41,683,195 15	19,372,526 37	22,310,689 78	18,996,797 86	3,313,871 92			3,313,871 92	353,357 61	2,960,514 32
	6,824,978 32	2,765,023 46	3,059,954 86	2,401,636 64	658,349 22			658,349 22	70,270 12	588,079 10
	14,832,793 99	7,233,558 64	7,699,235 35	5,820,838 64	1,878,396 71		3,170 85	1,875,225 86	143,560 51	1,731,665 35
	20,364,074 34	9,717,522 89	10,646,551 45	10,142,497 57	504,053 88			504,053 88	123,399 61	380,654 25
	25,167,427 79	11,796,021 01	13,371,406 78	10,985,791 68	2,375,615 10	\$27,065 21		2,402,680 31	248,909 54	2,153,770 81
Total	\$140,827,655 82	\$67,968,483 98	\$72,859,171 84	\$62,628,572 94	\$10,230,598 90	\$27,065 21	\$17,454 51	\$10,240,209 51	\$1,154,977 01	\$9,055,232 52

EXPRESS COMPANIES—TABLE No. 6—Continued.

INCOME ACCOUNT.

NAME OF COMPANY.	Other Income.	Gross Corporate Income.	Deductions from Gross Corporate Income.	Net Corporate Income.	Disposition of Net Corporate Income Dividends and Other Appropriations.	Balance for Year Carried Forward to Credit of Profit and Loss.	Profit and Loss			
							Balance Credit, June 30, 1910.	Balance Debit, June 30, 1910.	Balance Credit, June 30, 1911.	Balance Debit, June 30, 1911.
	\$2,598,900 47	\$3,837,449 16	\$1,011,960 00	\$2,825,489 16	\$1,211,280 00	\$1,614,209 16	\$24,175,087 06		\$25,941,419 15	
	1,505,561 64	4,466,075 96	50,067 83	4,416,008 13	2,119,200 00	2,296,808 13	18,389,149 24		20,758,071 87	
	32,934 78	621,013 88		621,013 88	270,000 00	351,013 88	1,478,120 17		1,217,201 86	
	211,591 35	1,943,256 70	31,689 01	1,911,567 69	509,317 09	1,402,270 60	8,336,215 95		3,814,673 15	
	394,362 62	775,006 87	24,185 48	750,821 39	800,000 00	150,891 39	1,486,674 83		1,585,196 54	
Wells-Fargo & Company	1,349,293 00	3,503,063 81	13,171 31	3,489,892 50	2,398,740 00	1,093,152 50	3,657,054 77		4,673,790 94	
Total	\$8,090,633 86	\$15,145,866 38	\$1,131,053 63	\$14,004,892 75	\$7,106,537 09	\$6,908,275 66	\$57,522,302 01		\$57,990,335 17	

EXPRESS COMPANIES—TABLE No. 7.

VALUE OF EQUIPMENT.

NAME OF COMPANY.	Total Value of Equipment June 30, 1910	Total Value of Equipment June 30, 1911.
	\$2,351,808 65	\$2,432,982 50
	2,492,406 18	2,709,617 98
	327,877 10	
	612,184 91	521,512 00
	1,238,717 56	1,440,849 35
	2,309,566 27	2,289,405 92
Total	\$9,232,577 06	\$9,393,367 76

EXPRESS COMPANIES—TABLE No. 8.

STATISTICS OF FINANCIAL PAPER ISSUED.

NAME OF COMPANY.	Number of Money Orders Sold.	Number of Travelers' Checks Sold.	Number of C O D. Checks Sold.	Number of Letters of Credit Issued.	Number of Other Forms of Remit- tances Issued.	Total Number.	Amount.	Number of Express Offices June 30, 1911.	Number of Offices at Which Money Orders Were Sold June 30 1911
	969,181	1,118,662	872,637	969	894,828	1,841,818	\$20,129,416 82	5,895	4,273
	4,752,197		1,584,183			8,350,839	305,383,339 13	7,386	7,054
	500,143		329,652			829,795	6,989,713 91	1,955	1,916
	1,808,355		606,803			2,415,158	17,879,069 47	3,973	3,458
	1,532,478	59,048	848,549	25	35,841	2,476,907	27,870,801 47	4,734	4,657
	1,960,731	125,758	1,103,402		502,553	3,692,444	39,537,737 72	5,156	4,306
Wells-Fargo & Company									
Total.	11,522,985	1,303,466	5,345,226	994	1,433,222	19,806,961	\$418,790,138 52	29,099	25,684

EXPRESS COMPANIES--TABLE No. 9.

TAXES.

AD VALOREM TAX.		SPECIFIC TAX	
the Value of Real Personal Property.	On the Value of Stock or Bonds or on Valuation Based on Earnings, Dividends or Other Results of Operation	On Gross or Net Earnings, Revenue or Dividends.	On T or S Phy. Quali. Prop. Opera. on Per.
\$101,112 65	\$178,339 06	\$61,155 08	\$51.
119,806 13	14,475 73	1,150 00	19.
10,813 22	58,395 63	35,709 52	1.
24,640 85	3,038 31	35,212 45	41.
71,551 03	7,020 48	145,206 74	5.
60,359 05			11,886 84
			853 60
			23,620 70
			248,909 50
			678 64
			\$1,470 86
			\$124,592 37
			\$1,184,977 04
			\$30,977 09
Total...	\$261,269 21	\$278,434 39	\$130,934 85

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EXPRESS COMPANIES—TABLE No. 8.

STATISTICS OF FINANCIAL PAPER ISSUED.

NAME OF COMPANY.	Number of Money Orders Sold.	Number of Travelers' Checks Sold	Number of C O D Checks Sold	Number of Letters of Credit Issued.	Number of Other Forms of Remit- tances Issued.	Total Number.	Amount.	Number of Express Offices June 30, 1911.	Number of Offices at Which Money Orders Were Sold June 30 1911
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	1,960,731	125,758	1,103,402			3,092,444	39,537,737 72	5,156	4,306
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TAXES.

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10,813 22	58,395 63	35,709 52	1,	
24,640 85	3,038 31	35,212 45	41,1	
71,561 03	7,020 48	145,206 74	5,1	
60,359 05			11,866 84	853 09
				23,020 10
				248,909 30
				\$1,470 86
				\$124,592 37
				\$1,184,977 04
				\$20,977 09
Total . . .	\$281,269 21	\$278,434 39	\$130,934 85	

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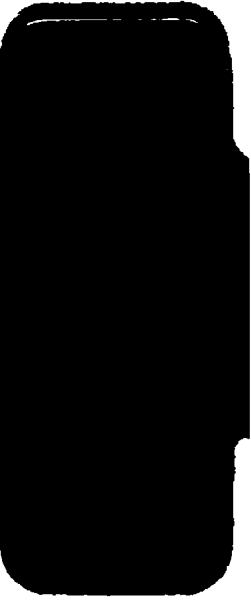
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